

Port St. Joe Redevelopment Agency



Redevelopment Plan July 2009

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**CITY OF PORT ST. JOE
& PORT ST. JOE REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

July 2009

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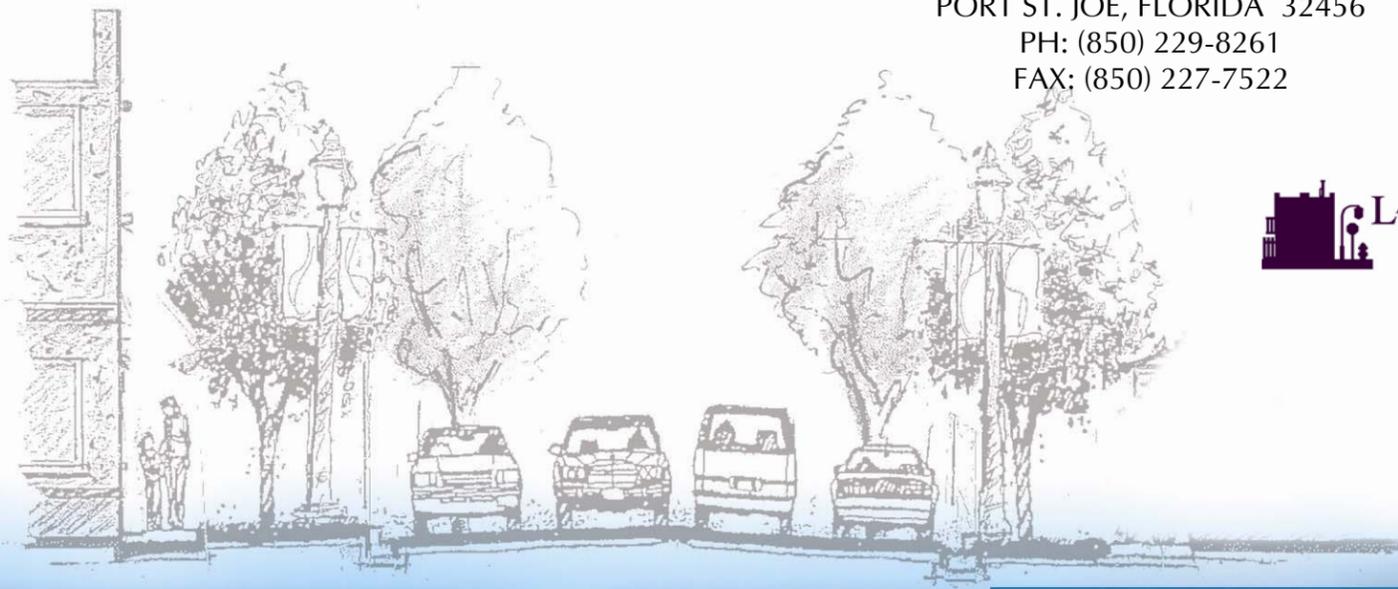
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Acknowledgements



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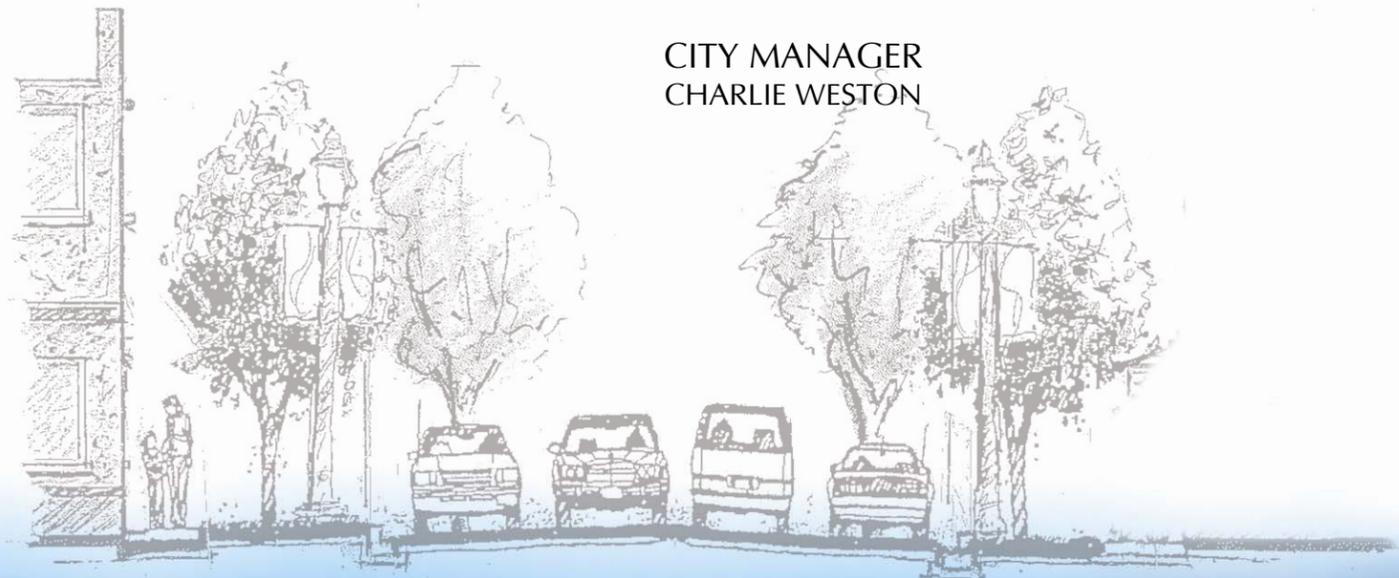
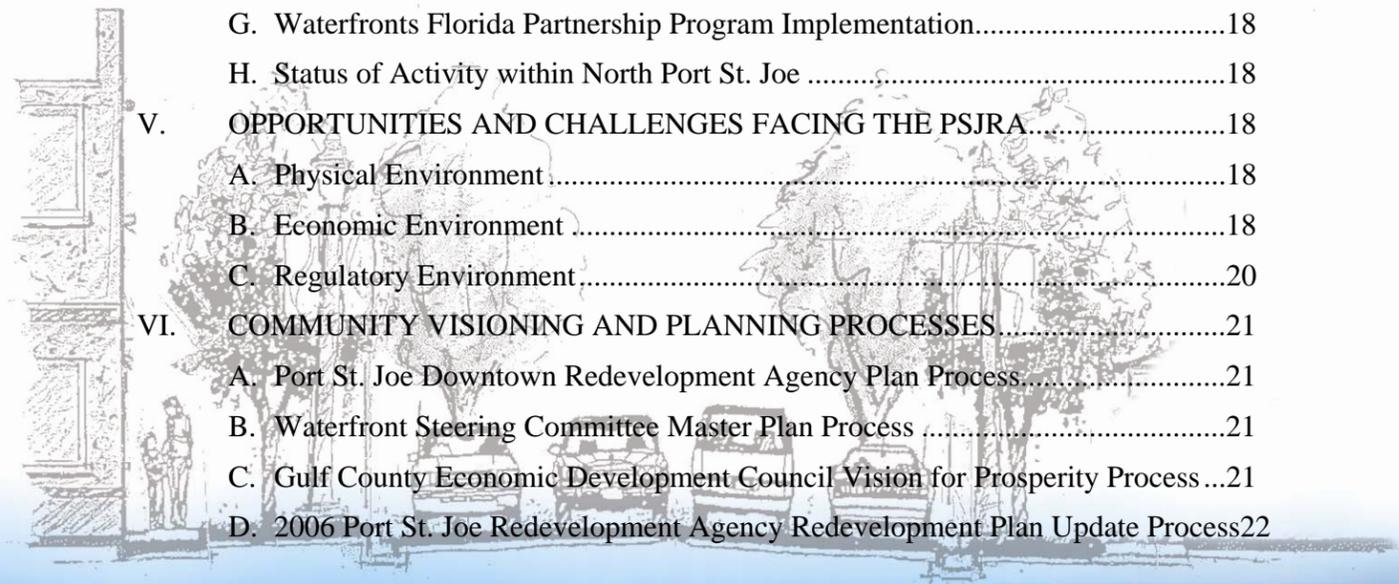


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I. INTRODUCTION

A. City of Port St Joseph History

St. Joseph, Florida was a boomtown that briefly became the largest community in Florida before being destroyed only eight years after it was founded. St. Joseph was founded in 1835 on the shores of St. Joseph Bay, one of the finest natural harbors on the Gulf Coast of the United States. As no rivers flowed into St. Joseph Bay, two railroads were built connecting the town of St. Joseph with the Apalachicola River in an attempt to capture some of the cotton and lumber trade being shipped down the river to the port of Apalachicola.

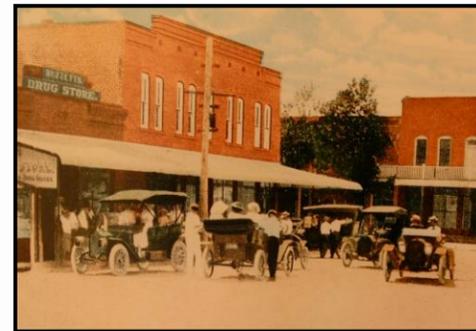
By 1837, St. Joseph had become the most populous place in the Territory of Florida, with approximately 6,000 inhabitants. In 1838, the town hosted the first Constitutional Convention for Florida, which drew up the constitution used when Florida became a state in 1845.

In 1841, a ship brought yellow fever to St. Joseph. The disease killed many of the town's inhabitants and caused the rest to flee. A hurricane in 1843 created a large storm surge, destroying the abandoned town. The area remained uninhabited for the rest of the 19th century. In the early 20th century Port St. Joe was founded about two miles north of the site of old St. Joseph. The only remains of old St. Joseph are tombstones in the Old St. Joseph, or "Yellow Fever", Cemetery in present-day Port St. Joe.

The City of Port St. Joe was incorporated in 1913. Port St. Joe underwent rapid growth, building new docks and a sawmill, and trading such products as lumber, turpentine and sugarcane. Port St. Joe also became a resort destination for recreational tourists who came by train to bask on the shoreline and enjoy the waterfront activities and have picnics. The success enjoyed by the City was short-lived and by 1925 the timber industry had already logged most of the easily available and highly lucrative virgin pine and cypress forests. During the late 1920's Alfred DuPont and Edward Ball began accumulating property in and around Port St. Joe and Northwest Florida.

Advances in chemistry allowed slash pines to be converted into pulp for the manufacture of "kraft" paper, a sturdy brown paper that is used in grocery bags and cardboard boxes. Port St. Joe was an ideal location for this industry with a favorable climate and readily available re-growth of pine forests.

The St. Joe Paper Company pulp and paper mill was opened in 1938. The company and mill profited from the industrial and war-effort needs of World War II and



in 1943 built a new plant next to the old plant to manufacture corrugated cardboard boxes. The company continued to expand the mill site and by 1954 the mill was producing 1,200 tons of product daily, making it one of the largest mills in the world at that time.

In 1971 the mill's three labor unions went on strike. The strike closed the mill temporarily, but the demands were not met. The mill reopened in 1972 with the unions' influence greatly diminished. The operation of the mill was also challenged by the impact of Title VII of the Civil Rights Act, which prohibited discrimination in employment. The court case continued until 1997 and over the years resulted in a total payout of over \$3.8 million and granted black workers the rights for promotion into formerly "white" jobs.

A plunge in the linerboard prices struck the company with a 1993 loss of almost \$20 million. Stockholders were restless and concerned consultants suggested that the company sell the mill and lease or sell the hundreds of thousands of acres of timberland.

In 1996, St. Joe Paper Company sold the mill and the container plants to Florida Coastal Paper. Florida Coastal Paper operated the plant intermittently through 1997 then declared bankruptcy in 1999.

The closing of the mill had a significant impact upon the City of Port St. Joe and its residents. The City, which saw a disastrous drop in tax revenue, was forced to seek financial assistance from the State to keep basic services operating. The Governor and the State Legislature provided the financial relief requested. The North Port St. Joe community was significantly impacted through the loss of jobs at the mill because the mill facilities and associated industries had been the largest employers of North Port St. Joe residents.

The City began to slowly rebound and in 1999 opened a state-of-the-art marina valued at \$3.3 million. Offices, restaurants and a grocery store have been built in the former industrial areas of the waterfront.

In 2003, the demolition of the former mill was completed. The St. Joe Company (also known as JOE) announced its intention to develop the 166-acre former mill site as a town center development. The proposed development will include residential districts, public facilities, an entertainment district and office and retail components. The Port St. Joe City Commission approved a zoning ordinance (11/2/2005) that allows mixed-use development on the former mill site, further advancing the Joe Company's project. The proposed JOE Town Center will be located to the north of 1st Street and east of US 98.

B. Purpose of Plan

The purpose of this Plan is to update the 1989 Port St. Joe Downtown Redevelopment Plan. The City of Port St. Joe established a Downtown Community Redevelopment Agency (DRA) in December 1989. The City began to implement the Port St. Joe Downtown Redevelopment Plan in 1990. The City Ordinance and Resolution that established the Port St. Joe Downtown Redevelopment Agency are shown in *Appendix A-Establishing Documents*. These efforts were

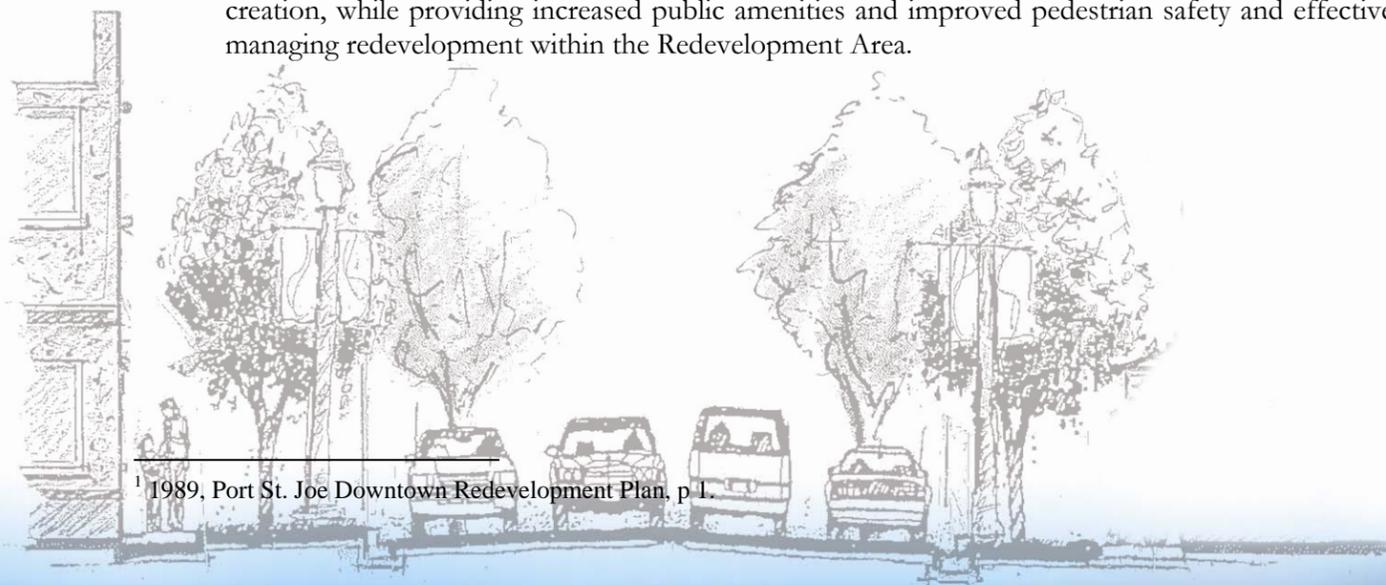
undertaken by the City to *“...revitalize the downtown section of the City. This area will then be able to act as a nucleus from which other development can occur.”*¹

This updated plan seeks to harmonize the shared community concerns and objectives as articulated by the following plans and reports:

- Port St. Joe -Downtown Redevelopment Plan; [insert author], 1990;
- Waterfront Steering Committee Work Plan, 2005;
- Port St. Joe Redevelopment Agency Redevelopment Plan, Land Design Innovations, Inc., 2005;
- Friends of North Port St. Joe Strategic Plan, 2006;
- PSJRA Design Guidelines, Land Design Innovations, Inc., 2007
- Gulf County Economic Development Council Strategic Economic Development Plan, 2006-2008, Vision for Prosperity; and
- North Port St. Joe Master Plan], 2008

Each of these plans utilized community resources and knowledge to identify specific issues, challenges, objectives and tasks to improve distinct areas of Port St. Joe. Each of these plans overlapped and intersected through the downtown and the waterfront. This updated plan will build upon the previous plans and reports and the input from community groups and public workshops, and will introduce new strategies and programs, including specific actions and tasks to implement the shared community development goals that were identified in these earlier documents.

This updated plan evaluates the Redevelopment Area’s physical and economic conditions and the current challenges and development opportunities facing the community based on community input and visioning exercises. The plan presents redevelopment strategies and critical tasks. Implementing these tasks will enable the City of Port St. Joe to capitalize on the planned and pending development opportunities and to stimulate and encourage economic development and job creation, while providing increased public amenities and improved pedestrian safety and effectively managing redevelopment within the Redevelopment Area.

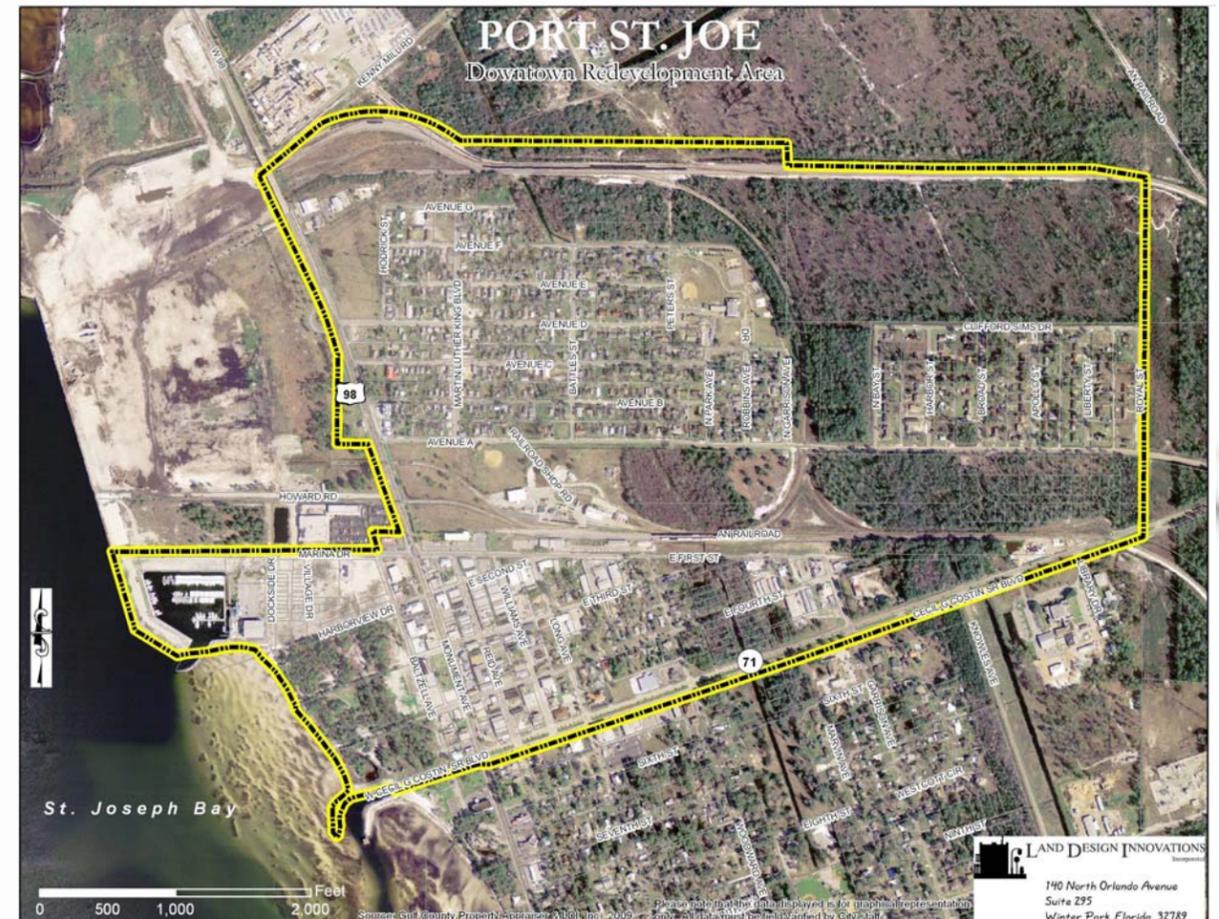


¹ 1989, Port St. Joe Downtown Redevelopment Plan, p 1.

Current Physical Condition

Single family residences are the primary residential type found within the PSJRA. There are eight (8) parcels within the PSJRA with a single-family residential use. There is one parcel within the PSJRA with a mobile-home residential use.

Map 1: City of Port St. Joe Redevelopment Area



II. CURRENT PHYSICAL CONDITION ASSESSMENT

This section of the plan assesses the current condition of the PSJRA boundaries, existing land uses, zoning, future land uses and planned and pending development within and adjacent to the redevelopment area. Elements of the economic environment are evaluated as well. The final component of this assessment is an evaluation of the current infrastructure serving the redevelopment area.

A. Redevelopment Area Boundary

The PSJRA is approximately 567² acres in size, not including street right-of-way, and is comprised of approximately 873 parcels³. The PSJRA is generally bounded by the Cecil G. Costin Sr. Boulevard (SR 71) to the south which extends from St. Joseph Bay east to the eastern City limits line (Royal Street). The east boundary runs along the east City limits line from Cecil G. Costin Sr. Boulevard to the AN Railroad. The northern boundary is defined by the AN Railroad from the east City limits line west to US 98. The western boundary runs south along US 98 from the AN Railroad to 1st Street/Marina Drive then west on Marina Drive to St. Joseph Bay and south to Cecil G. Costin Sr. Boulevard. The Redevelopment Area includes the Downtown Business District, areas along the waterfront and a small portion of the former mill site and rail yards along 1st Street/Marina Drive. **Map 1** shows the location of the Port St. Joe Redevelopment Area.

B. Existing Land Uses

The existing or current land uses within the PSJRA are determined through an analysis of the State of Florida Department of Revenue Use Codes assigned to each of the parcels. **Map 2** shows the existing land uses and their general locations within the PSJRA.

The five (5) primary existing uses within the PSJRA in descending order of acreage are:

- Vacant Industrial Land
- Single Family Residential
- Municipal Land
- Professional Office
- Vacant Commercial Land

The Vacant Industrial use represents approximately 22% of the total acreage of the PSJRA. The Single Family Residential use represents approximately 20% of the total acreage of the PSJRA. Municipal use represents approximately 18% of the total acreage within the PSJRA. Professional Office use represents approximately 14% of the total acreage of the PSJRA. Vacant Commercial uses represent approximately 5% of the total acreage of the PSJRA, encompassing 23 acres on 132 parcels. Roadways and Streets represent approximately 114 acres.

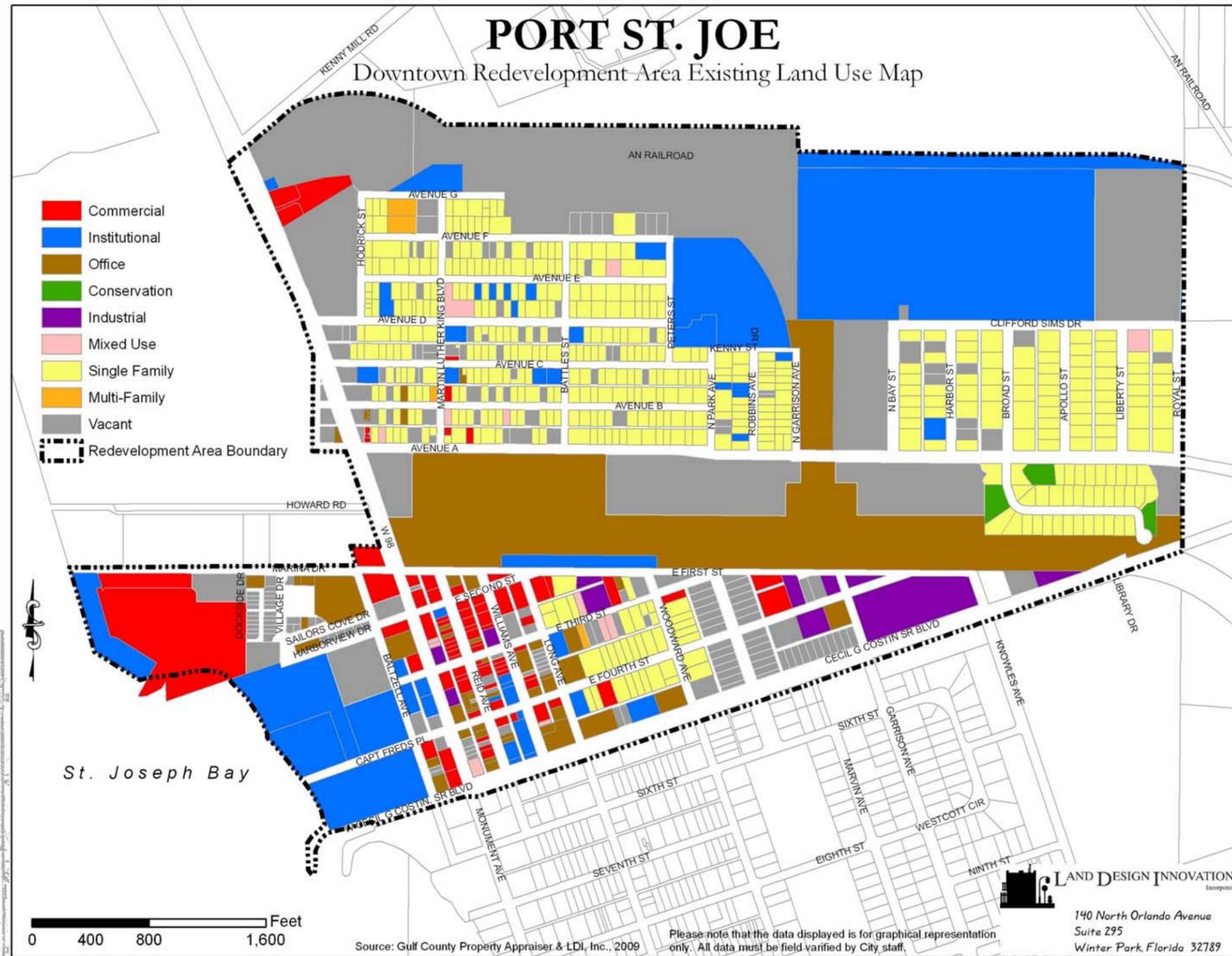
Table 1 provides a detail of the distribution of existing land uses within the Redevelopment Area. A map showing the vacant parcels in the PSJRA is found in **Appendix B**.

² Gulf County, Property Appraisers Office, 2009.

³ Gulf County, Property Appraisers Office, 2009.

Current Physical Condition

Map 2: Existing Land Uses within the PSJRA



Current Physical Condition

Table 1: Existing Land Uses PSJRA

Existing Land Use	Parcels	Acreage	% of Total PSJRA
Vacant Industrial	9	102.02	22.51%
Single Family Residential	459	91.84	20.27%
Municipal	14	80.53	17.77%
Professional Office	22	62.03	13.69%
Vacant Commercial	132	23.31	5.14%
Vacant	63	19.13	4.22%
Restaurant	5	12.91	2.85%
Store	55	10.51	2.32%
Church	23	9.97	2.20%
Warehousing	5	7.35	1.62%
Rail Right-of-Way	1	5.77	1.27%
Financial Office	5	4.33	0.96%
Mixed Use	13	2.82	0.62%
Public Utilities	3	2.64	0.58%
Mobile Home	8	2.07	0.46%
Office Building	12	1.83	0.40%
Conservation	2	1.82	0.40%
Vehicle Sales	2	1.61	0.36%
Multi-Family Residential	4	1.40	0.31%
Store/Office	4	1.08	0.24%
County Property	2	0.95	0.21%
Lumber Yard	1	0.93	0.21%
Repair Service Station	5	0.87	0.19%
Drive-In Restaurant	2	0.85	0.19%
Department Store	2	0.77	0.17%
Light Manufacturing	2	0.53	0.12%
Service Station	2	0.47	0.10%
Mineral Processing	1	0.46	0.10%
Clubs/Lodge	4	0.41	0.09%
Carwash	1	0.40	0.09%
Non-profit Organization	2	0.34	0.08%
Multi-story Office	1	0.33	0.07%
Nightclub	2	0.26	0.06%
Wholesale	1	0.22	0.05%
Insurance Office	2	0.16	0.03%
Hotel	1	0.12	0.03%
Kennel	1	0.12	0.03%
Total	873	453.18	100.00%

Source: Gulf County Property Appraisers Office, 2009. Prepared by Land Design Innovations, Inc., 2009

The existing land-uses hierarchy and the large amount of vacant industrial and commercial land highlight the redevelopment opportunities made possible by the demolition and removal of the former paper mill, lumber yard and rail yards. The majority of the vacant industrial acreage will be utilized by the proposed JOE Town Center Development.

To increase spin-off development opportunities within the PSJRA, and capitalize on the pending JOE Town Center Development, the City of Port St. Joe may seek to examine the land development code to ensure opportunities exist for a more urban development pattern. This development pattern would allow an increased utilization of mixed-use development and the potential increase of commercial intensity as defined by Floor Area Ratio (FAR) at appropriate locations within downtown Port St. Joe.

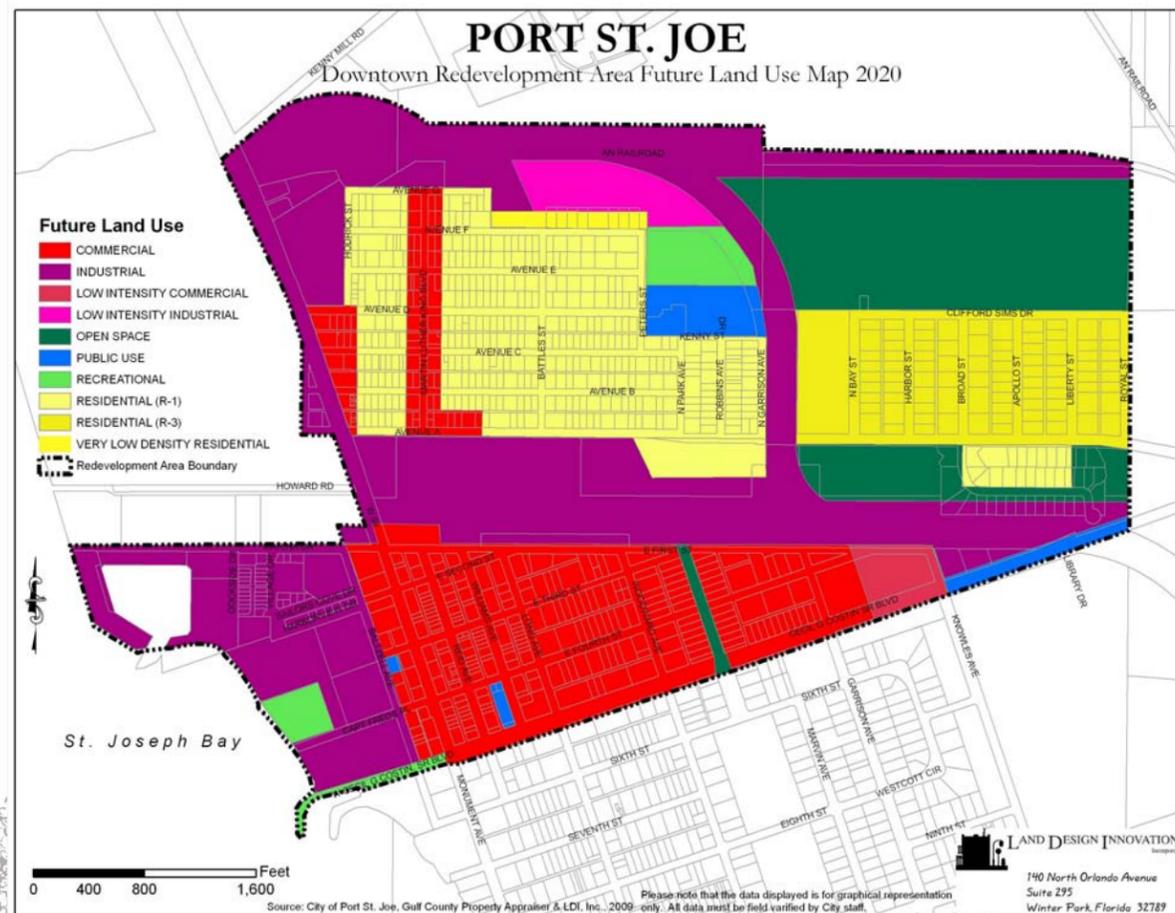


Current Physical Condition

C. Future Land Uses

The City of Port St. Joe's Comprehensive Plan includes an adopted Future Land Use Map (FLUM) that depicts future development allowed within the City through the 2020 planning horizon. The FLUM not only identifies the future development pattern, but also allows for the identification of future infrastructure needs and capital budgeting needs. **Map 3** shows the City of Port St. Joe's FLUM categories located within the PSJRA.

Map 3: City of Port St. Joe Future Land Uses



The primary future land use within the PSJRA is the Commercial Land use. This area represents approximately 54 acres or ~47% of the total PSJRA area. The remainder of the PSJRA, 61 acres, or approximately 53%, is comprised of the following land uses: Industrial Lands, Recreational Land Uses, Low Intensity Commercial, Public Uses, and Open Spaces. **Table 2** details the distribution of the future land uses within the development area.

Table 2: Future Land Use Acreage in the PSJRA

Future Land Use Designation	Total	% of Total PSJRA
Industrial	196.60	43.38%
Commercial	106.06	23.40%
Residential (R-1)	93.76	20.69%
Open Space	74.47	16.43%
Residential (R-3)	52.95	11.68%
Recreational	11.90	2.63%
Public Use	11.53	2.54%
Low Intensity Industrial	10.15	2.24%
Low Intensity Commercial	6.54	1.44%
Very Low Density Residential	3.04	0.67%
Right-Of-Way	-113.82	-25.12%
Total	453.18	100.00%

Source: Gulf County, Property Appraisers Office, 2009, and City of Port St. Joe Comprehensive Plan Future Land Use Map 2020

D. Infrastructure and Public Services

The City of Port St. Joe owns and operates various public service systems within and around the PSJRA. These systems include transportation, stormwater, potable water and sanitary sewer. Additionally, there are private utility systems within the PSJRA, including electric power, natural gas, communications and cable television. This section provides a brief description of these systems.

1. Traffic and Circulation

The traffic circulation within the PSJRA is most significantly affected by US 98 (SR 30), which runs along the west side of the City, along the St. Joseph's Bay shoreline and curves east by southeast along the City's southern border. Cecil G. Costin Sr. Boulevard (SR 71) intersects US 98 in downtown Port St. Joe and is one of the primary points of entry to the City from the East. Two other points of entry to the City from the East are CR 382 (Industrial Road), located on the north side of the City and connecting into SR 71, and US 98/SR 30, located to the south of the City.

US 98 has four lanes (two lanes in each direction with center median and turn lanes) through the downtown core of the City. Beyond the city limits US 98 is a two-lane roadway.

SR 71 has four lanes (two lanes in each direction with center landscaped medians and turn lanes) within the City limits. Beyond the City limits, SR 71 is a two-lane roadway.

Secondary roadways in the PSJRA make up the City's downtown grid system and continue outside the City limits in some cases. The majority of these roads are classified as Collectors or Local Roads. Significant east/west roads include Avenue A and 1st Street and [significant

Current Physical Condition

north/south roads include Long Avenue, Garrison Avenue and Woodward Avenue, which provide the main access from the residential neighborhoods to the downtown area. **Map 4** shows the street network located within the PSJRA.

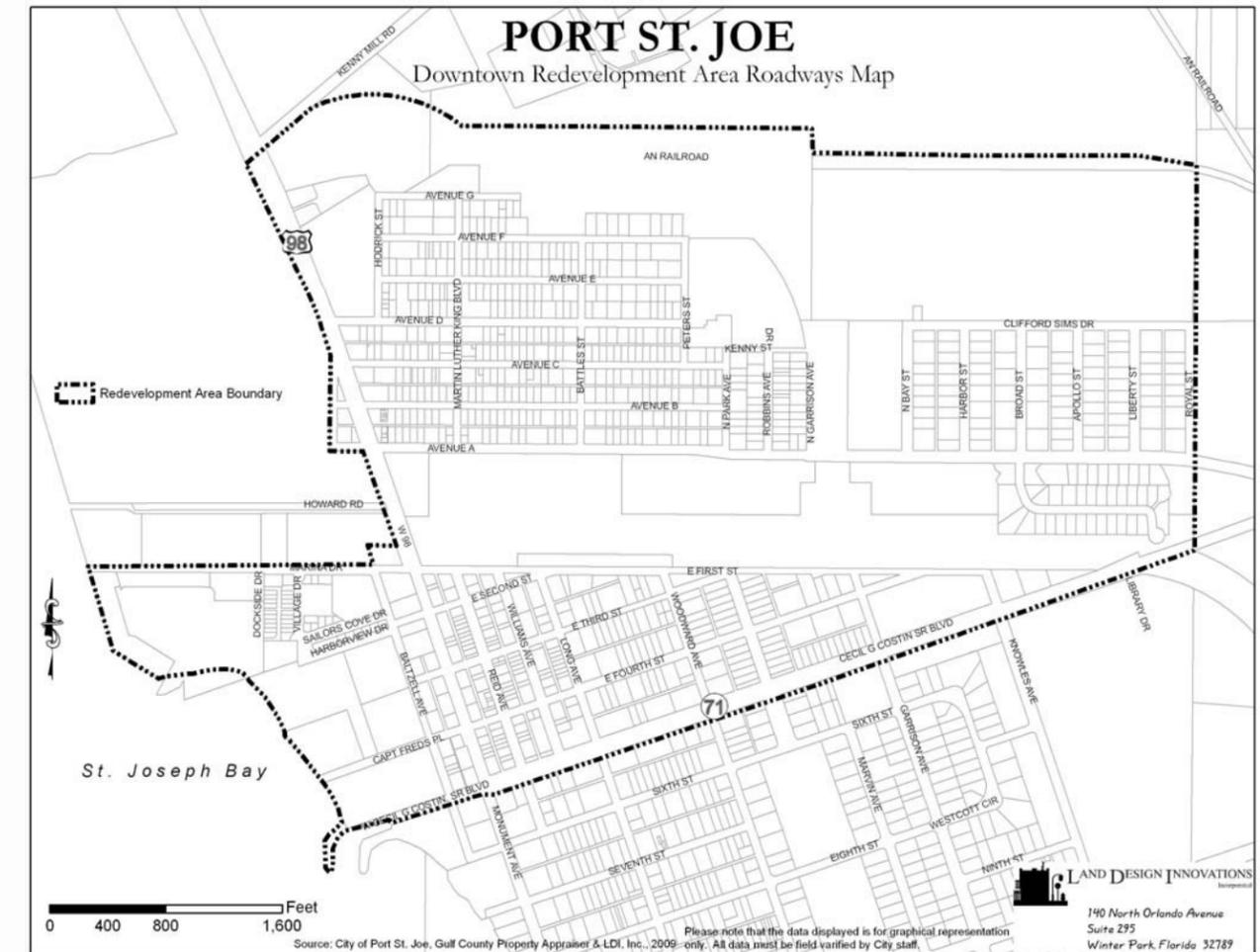
There are two signalized intersections within the City. One is located at the intersection of US 98 (SR 30) and 1st Street. The second is located at the intersection of US 98 (SR 30) and SR 71 (Cecil G. Costin Sr. Boulevard). Information regarding the historic and projected traffic levels is detailed in **Table 3**.

Table 3: Roadways and Level of Service

Roadway Segment	Functional Class	Daily Trips	Peak Hour Peak Direction Volume	Adopted LOS	Current LOS	2010 LOS	2020 LOS
US 98 (Mexico Beach to CR 382)	Principal Arterial	8,800	474	D	C	C	C
US 98 (CR 382 to SR 71)	Principal Arterial	10,100	539	D	C	C	C
US 98 (Madison St to City Limits)	Principal Arterial	3,208	171	D	B	B	B
SR 71	Minor Arterial	4,400	235	D	A	A	A
CR 382	Collector	1,000	53	D	C	C	C

Source: City of Port St. Joe, 2006, Preble Rish Engineering, Inc., 2009

Map 4: Roadways



2. Sidewalks and Bike Trails

The current sidewalk facilities in the Port St. Joe Redevelopment Area consist of sidewalks within portions of the traditional downtown area, on both sides of US 98 that run north and south through the downtown area and along Reid Avenue in the downtown shopping district. The sidewalk system in North Port St. Joe has sidewalks along portions of the historic commercial area along Martin Luther King Jr. Avenue; however, significant gaps within the residential portion of the area exist. The City has an adopted policy that requires

Current Physical Condition

installation of sidewalks, recreational paths or extra-wide outside lanes in all construction or reconstruction of arterial and collector roads⁴.

Sidewalks and bicycle/pedestrian trails are key components in the proposed JOE Town Center development and the Waterfront Partnership Master Plan and are also identified in the implementation section of this Redevelopment Plan update. Currently, there are few bicycle racks or other facilities in the Port St. Joe Redevelopment Area.

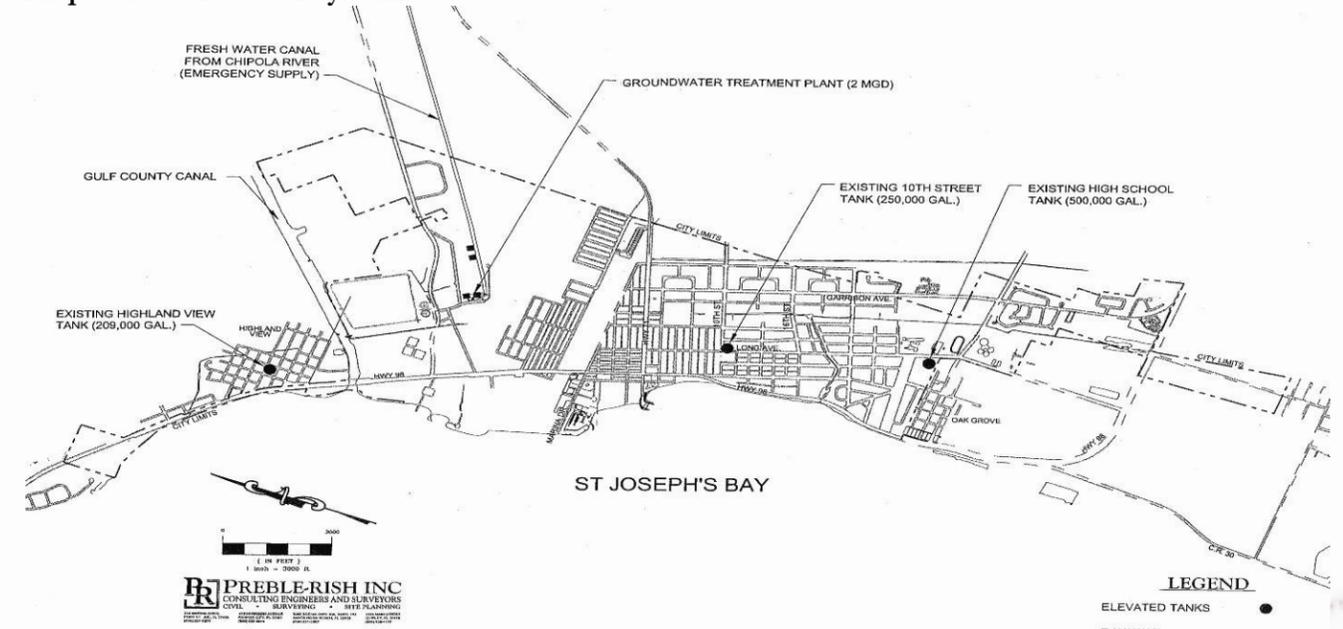
3. Transit

The Port St. Joe Redevelopment Area is not served by any transit services.

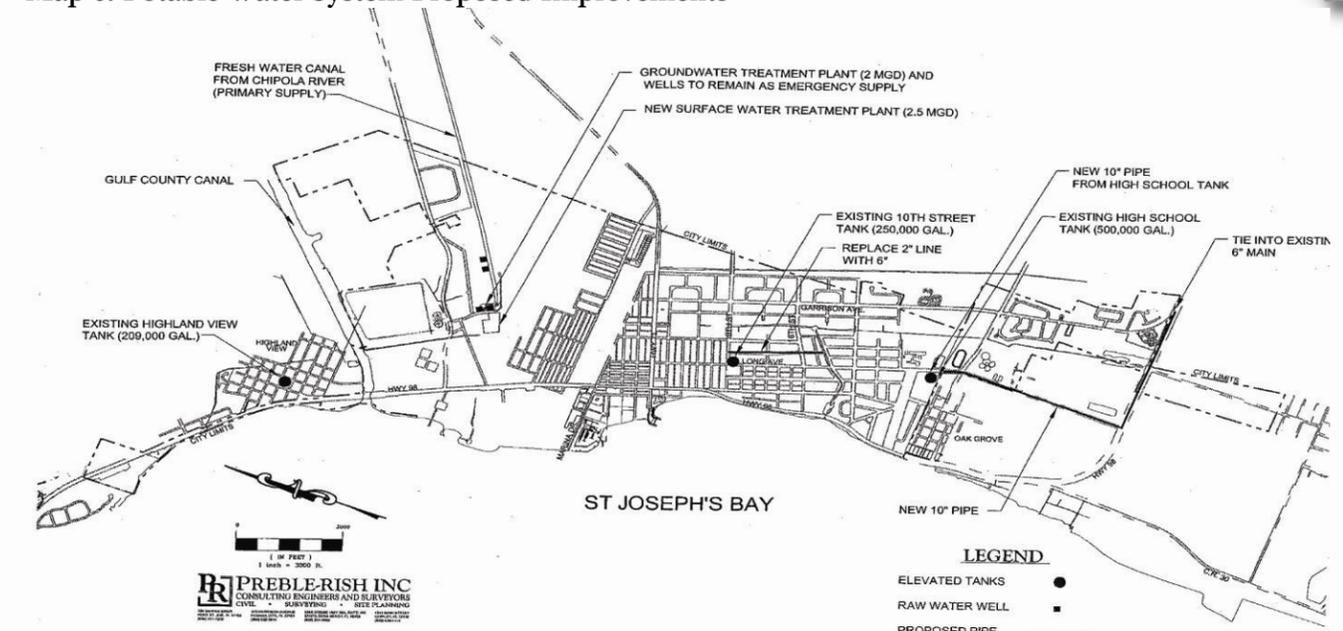
4. Potable Water

The City of Port St. Joe owns and operates a potable water utility system that provides potable water to the residents and businesses located within the City limits, including the PSJRA, and also provides limited services outside the City limits. Areas served outside the City limits include Oak Grove, Highland View and St. Joe Beach (Windmark developments). The City also provides water to the Arizona Chemical Company facilities. The existing potable water system consists of a well-developed network of water mains distributed across the entire area. The water plant is permitted for 2.0 million gallons-per-day (MGD). The existing water mains range in size from two inches to twelve inches in diameter and serve both domestic and fire flow demands. The general location and configuration of the existing water mains is shown on **Map 5**. The City completed construction of a new 6.0 MGD surface water treatment plant in 2007 that provides additional potable water capacity to serve future residential development. Additional proposed improvements to the City's potable water system are shown in **Map 6**.

Map 5: Potable Water System



Map 6: Potable Water System Proposed Improvements



⁴Port St. Joe Comprehensive Plan, Transportation Element, II, B, "Parking/Pedestrian System", 2006.

Current Physical Condition

5. Sanitary Sewer

The existing sanitary sewer system operated by the City within the PSJRA study area consists of a network of gravity sanitary sewer trunk lines, lift stations and pressure-force mains. The system receives flow from collection systems located outside the City limits, including the areas of Oak Grove, St. Joe Beach (Windmark I & II developments) and the Arizona Chemical Plant. **Map 7** shows the existing sanitary sewer facilities within the City limits.

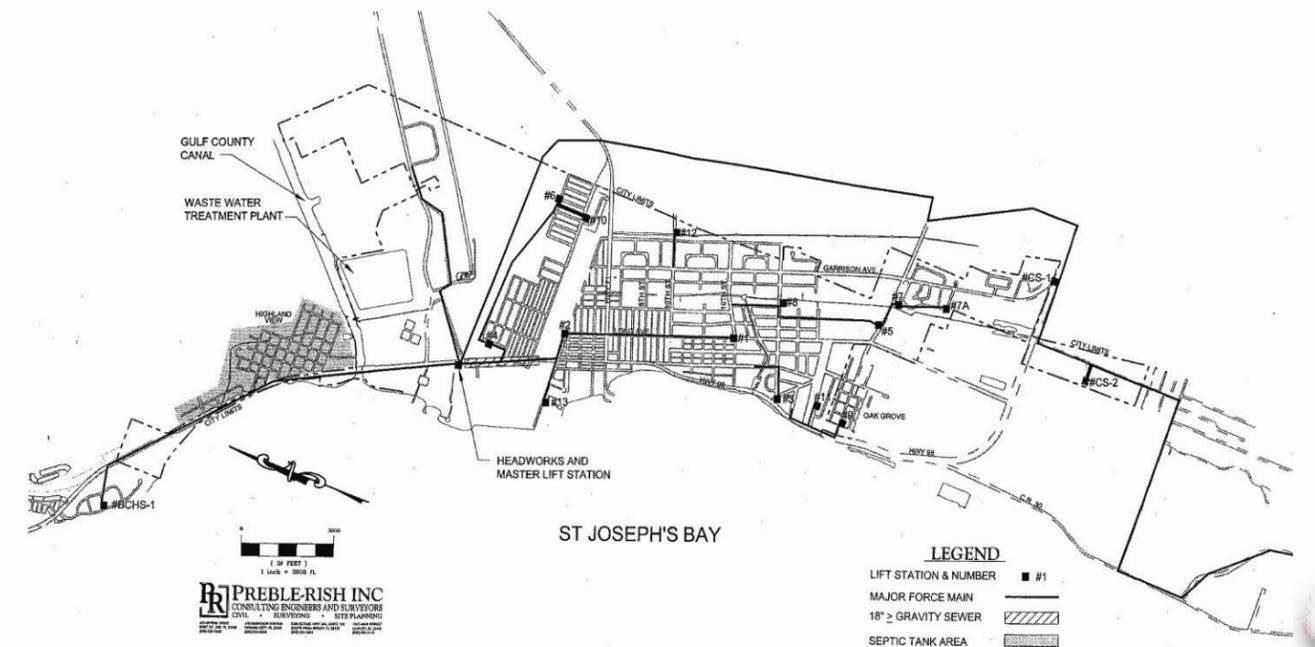
The permitted design capacity of the waste water treatment plant is 34.75 million gallons-per-day (MGD). The facility was originally designed as an industrial wastewater treatment facility to serve the former paper mill and the Arizona Chemical Plant as well as the City. Since the closure of the mill, the City is currently permitting a redesign of the facility to a domestic wastewater treatment facility capable of treating 3.1 MGD. A draft permit was issued (No. FL 0020206) and construction on the facility began in June of 2006. Additional proposed improvements to the City's sanitary sewer system are shown in **Map 8**.

The gravity sewers consist of pipes ranging in size from eight inches to fifteen inches. In addition, there are 26 existing wastewater lift stations within or directly adjacent to the PSJRA study area. The general location and configuration of the City's sanitary sewer system within the study area is shown in **Map 7**.

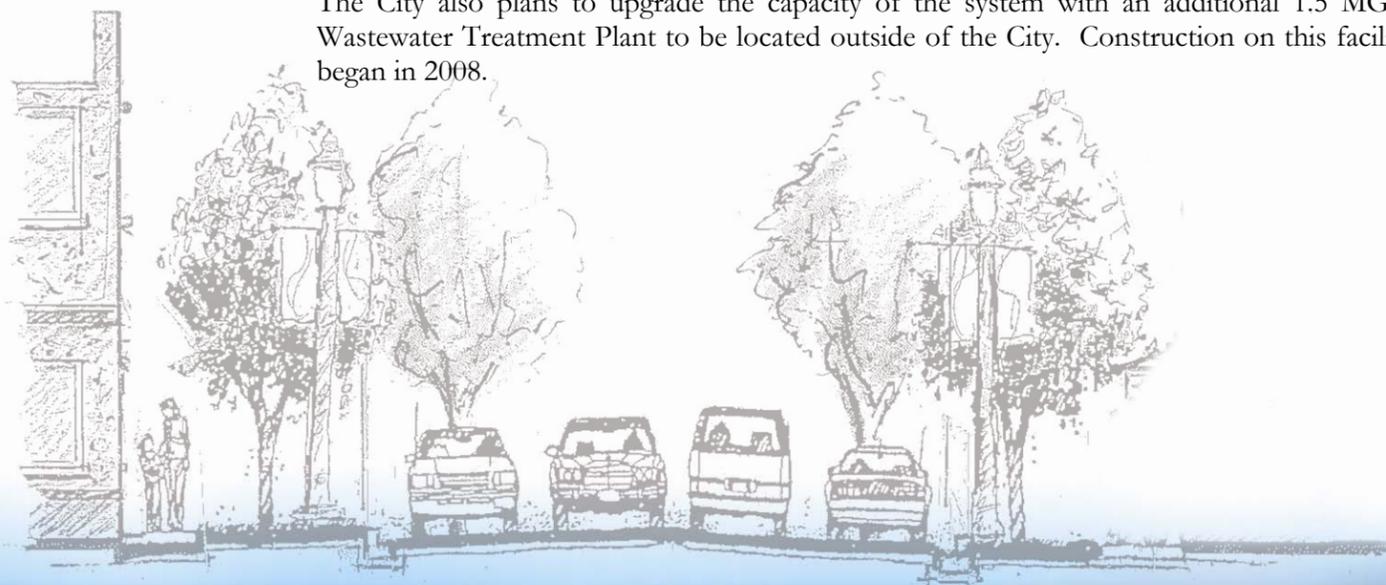
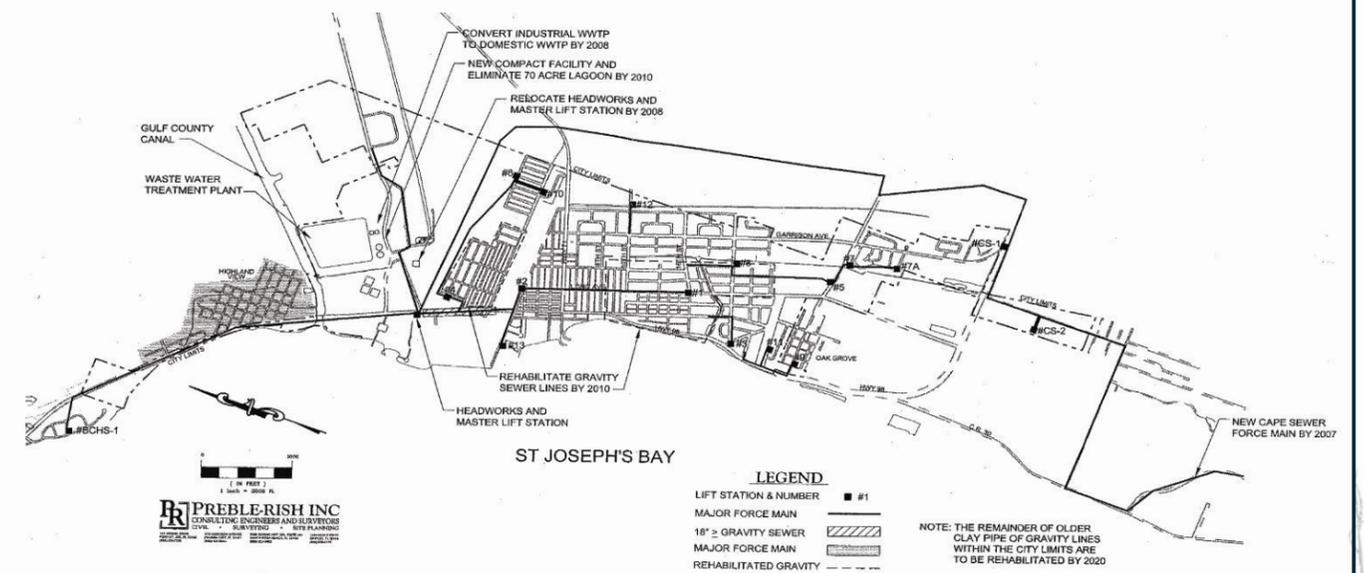
A Facilities Plan conducted by the City in 2001 concluded that the entire sanitary sewer collection system (with the exception of the newly built Ward Ridge) was in need of some measure of rehabilitation. Long-term improvements to the system included replacement and repair of collections systems, beginning in the northern portion of the City, as well as replacement of the lagoon-style treatment facility. Phase I of the sanitary sewer improvements began in the first quarter of 2007. Funding for this rehabilitation of the sanitary sewer system is through the Community Development Block Grant (CDBG) program. The entire system is anticipated to be rehabilitated by 2010. The lagoon replacement is scheduled for completion by 2010.

The City also plans to upgrade the capacity of the system with an additional 1.5 MGD Wastewater Treatment Plant to be located outside of the City. Construction on this facility began in 2008.

Map 7: Sanitary Sewer System



Map 8: Sanitary Sewer System Proposed Improvements



Current Physical Condition

6. Natural Gas

Natural gas services are provided by the St. Joe Gas Company for the City of Port St. Joe as well as adjoining unincorporated areas including the communities of White City, Highland View, Overstreet, the Beaches, the City of Wewahitchka and adjoining areas.

7. Reclaimed Water

Currently, there is no reclaimed water system available in the City of Port St. Joe and there are currently no plans to make reclaimed water available within the City.

8. Electricity/Power Lines

Electrical services are provided to the City of Port St. Joe and the Redevelopment Area by Progress Energy Company. Progress Energy's headquarters are located in Raleigh, North Carolina.

9. Stormwater Management System

The City of Port St. Joe constructs and maintains all stormwater conveyance and management systems throughout the study area and within City rights-of-way. The Florida Department of Transportation (FDOT) has stormwater management responsibility for the two State roadways within the Redevelopment Area (US 98/SR 30 and SR 71/Cecil G. Costin Sr. Boulevard).

The higher elevations within the City can be found along the ridges of Garrison Avenue and Long Avenue. In between these two ridges lies Chicken House Branch, which discharges partially into St. Joseph Bay through Patton Bayou.

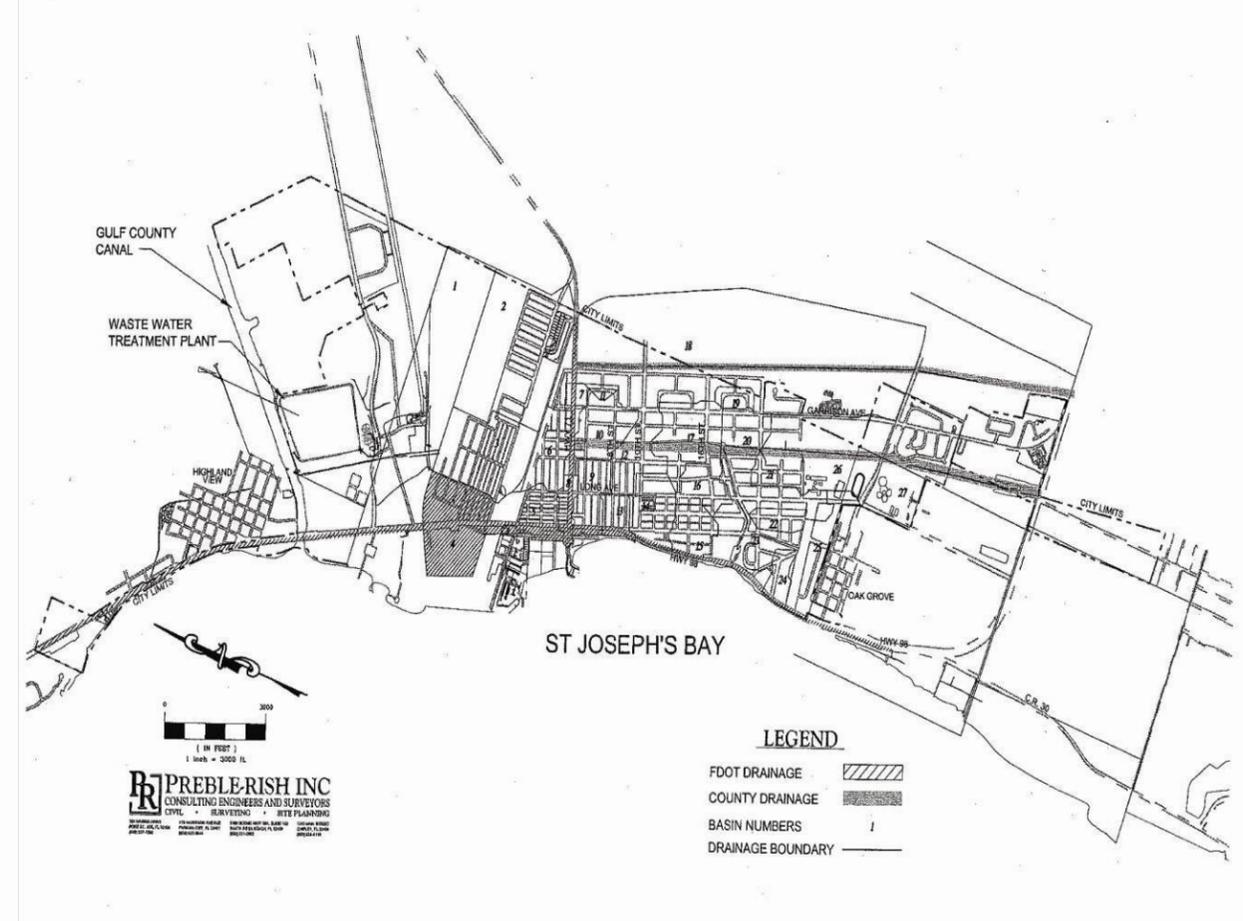
The average annual precipitation in the area is approximately 60 inches. Due to the high porosity of the sandy soils, the large majority of storm water percolates into the soil. In the lower interior areas of the City, the groundwater table is relatively high, which decreases the available storage volume within the soil.

The residential areas within the PSJRA primarily are categorized by a lower water table and very little underground storm piping. Due to the rapid percolation of the storm water into the sandy soils, there is very little run-off from these areas. The run-off that occurs during heavy rains either flows overland to the Bay or is directed to an underground collection system, which discharges into St. Joseph's Bay or Patton Bayou. Because of the relatively low and flat topography within the City limits, the City is subject, during periods of high rainfall, to stormwater ponding.

The current stormwater management system seems adequate to provide flood protection from moderate to heavy rainfalls. However, there are some areas within the City that experience temporary localized ponding during and immediately after a rainfall event. The ponding is usually shallow and limited to depressed areas in neighborhood streets.

The Redevelopment Area contains basins 2, 3 and portions of basin 4 in North Port St. Joe, and basins 5, 6, and a portion of basin 8 in the downtown area. **Map 9** shows the Port St. Joe drainage system and previously mentioned basins.

Map 9: Port St. Joe Drainage System



The following section details the proposed improvements for the basins within the PSJRA identified in the City's 1995 Stormwater Management Master Plan⁵.

- Basin 2 – The area has no significant flooding problems but some improvements have been proposed in this area to provide for future needs. Improvements consist of storm water sewer on Avenue "A" and the construction of portion of Canal "A", with 3 foot bottom width.

⁵ City of Port St. Joe Stormwater Management Master Plan, 1995. Preble Rish, Inc.

Current Physical Condition

- Basin 3 – Several improvements have been proposed in this area including Canal “E” and “G” and a weir structure at the confluence of the canal to regulate the outgoing flow of water. Other improvements include construction of a detention pond along Canal “F” with 20 foot bottom width and 60-foot top width and additional City right-of-way parallel to existing easement.
- Basin 4 – Due to the inadequacy of the FDOT stormwater sewer system, the area is facing serious flooding problems along Monument Avenue (US 98). Canal “G” with a 3-foot bottom width is proposed to divert the excess flow from the State’s system to Basin 3.
- Basin 5 – There are no flooding problems in this area.
- Basin 6 – There are no flooding problems in this area.
- Basin 8 - There are no flooding problems in this area.

The City of Port St. Joe initiated a regional stormwater study for the downtown area in 2008. Based on recommendations from this study, the City constructed the first stormwater quality pond in the Waterfront Parks area in 2008 and has planned an additional pond to be constructed in 2009. These ponds provide filtration of downtown stormwater run-off prior to its discharge into the waters of St Joseph’s Bay



Current Economic Environment

III. ELEMENTS OF THE CURRENT ECONOMIC ENVIRONMENT

A. Employment Sectors

In 2000, the workforce population (Over 16 years in age) for the City of Port St. Joe was 2,925. Over 49% of this group was in the labor force while 50.2% of the group was not in the labor force. The unemployment rate was 3.2%.⁶ The primary employment sectors in the City are, in descending order:

- Management, Professional and Related Occupations (30.1%)
- Sales and Office Occupations (24.8%)
- Service Occupations (23.0%)
- Construction, Extraction and Maintenance Occupations (13.6%)
- Production, Transportation and Material Moving Occupations (8.5%)

Source: US Census 2000, Table DP-3: Profile of Selected Economic Characteristics, Occupation

The City of Port St Joe's economy has historically been dominated by the St. Joe Paper Company; however the paper mill was closed in 1998. This created significant employment impacts in the Port St. Joe community and Gulf County. The City is striving to overcome this impact by creating a more diverse economic base by particularly focusing on a tourist and second-home based economy. The 2000 Census distribution of workforce represents the shifting of primary employment sector from a historic manufacturing sector to a more professional and service oriented economy.

B. Income Data

The 1999 median household income for the City of Port St. Joe was \$33,800 and was higher than the median household income of Gulf County at that time, which was \$30,276. The City of Port St Joe is one of the two major cities in the County, the other being the City of Wewahitchka, which had a 1999 median household income of \$25,755.

In 1999, almost 50% of the households in the City of Port St Joe reported incomes less than \$35,000 per year. Only 8.4% of the total households reported income more than \$75,000 per year. These figures indicate the need for economic development and the creation of higher paying job opportunities. **Table 5** lists the distribution of household income levels for Port St Joe.

⁶ 2000, US Census, Profile of Selected Economic Characteristics, Table DP-3.

Table 4: Income Data Table

Income Range	% of Households
\$0-\$10,000	12.30%
\$10,000-\$14,999	7.90%
\$15,000-\$24,999	17.70%
\$25,000-\$34,999	13.70%
\$35,000-\$49,999	22.10%
\$50,000-\$74,999	17.80%
\$75,000-\$99,999	4.70%
\$100,000-\$149,000	1.50%
\$150,000 +	2.20%

Source: US Census 2000

C. Business Support Service Providers and Programs

1. Gulf County Economic Development Council (EDC)

The City of Port St Joe is located in Gulf County and receives economic development services from the Gulf County EDC. Gulf County EDC is a non-profit organization comprised of leaders from business, labor and government sectors dedicated to attracting and increasing new businesses, jobs and economic activity to the Gulf County, Florida area.

Gulf County EDC provides business recruitment services, information clearinghouse services and access to state and national economic development grants and tax incentive programs.

<http://www.gulfcountyedc.org/>

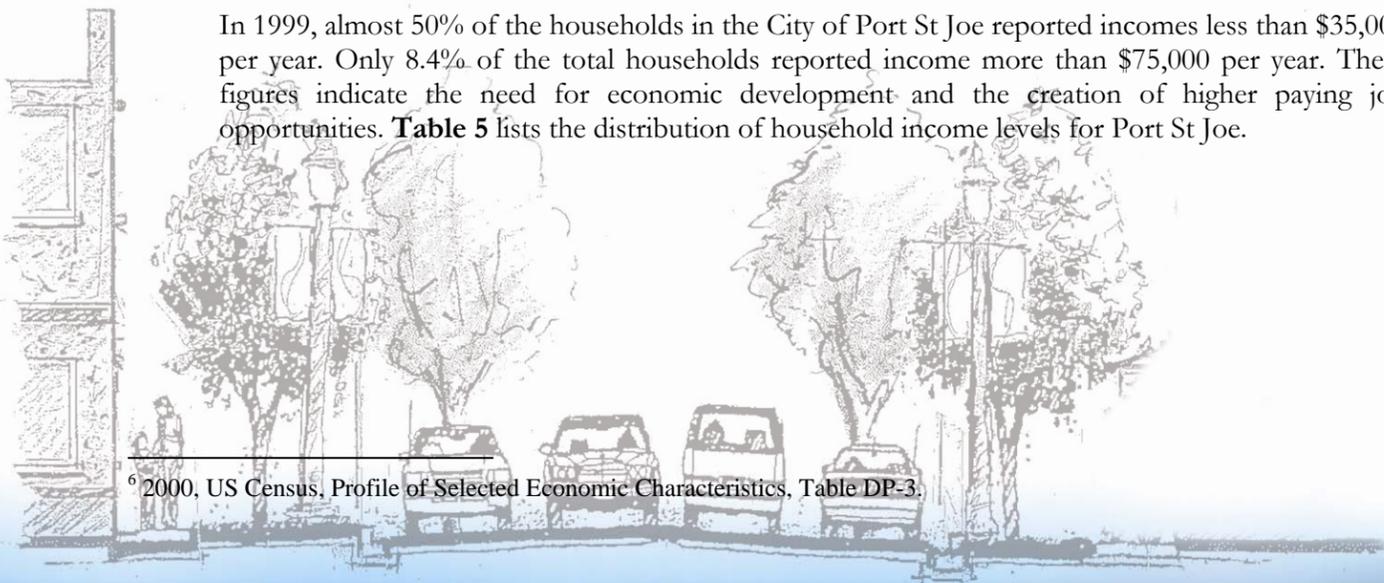
2. The Gulf County Chamber of Commerce

The Gulf County Chamber of Commerce is comprised of over 50 businesses and individual members. The Gulf County Chamber provides referral, networking, professional development, catalyst for new ideas and community information and relocation assistance to businesses in the Gulf County area.

<http://www.gulfchamber.org/>

3. Enterprise Florida Inc.

Enterprise Florida, Inc. (EFI) is a public-private partnership to promote economic development at the state level. The organization works toward diversifying Florida's economy, creating high paying jobs by supporting existing businesses and attracting business in high-growth and innovations. Some of the high growth sectors include information technology, life science, aviation, defense and financial and professional services. EFI



Current Economic Environment

collaborates with a statewide network of regional and local economic development organizations to improve Florida's economic climate and ensure competitiveness.

EFI provides local data, financial assistance, and counseling to companies. It also provides access to local university resources, incubators and accelerators to the companies interested in expansion and relocation in the state as well to local companies trying to expand in the international marketplaces.

<http://www.eflorida.com/default.asp>

4. Gulf Coast Electric Cooperative (GCEC)

GCEC is a member-owned, not-for-profit electric utility created to provide electric services throughout the Florida Panhandle. The GCEC receives Federal financial assistance from the Rural Utility Service, an agency of the U.S. Department of Agriculture. The Cooperative is actively involved in economic development by retaining existing business and bringing new jobs to the communities.

GCEC offers different programs including EC (Electric Cooperative) Commercial, where they provide easy-to-use financing packages to their commercial and industrial customers. The other services include Rural Development Loans to members with low or zero interest.

<http://www.gcec.com/>

5. Gulf County School Board

The Gulf County School Board is responsible for providing quality education in the County, which is a key to the economic development. Their goals are to provide a safe learning environment, place the most qualified teachers in the classrooms and provide any and all resources necessary to make the students productive members of the society. The school board is governed by an elected school superintendent and a five-member school board.

<http://150.176.120.4/>

6. Gulf/Franklin Center – Gulf Coast Community College (GCCC)

Gulf Coast Community College serves Gulf, Bay and Franklin counties with a mission to provide higher quality professional education. The GCCC has four campuses, with the main campus located in Panama City. The Gulf/Franklin Center campus serves Gulf and Franklin counties. The college has job placement services for the graduates, a Small Business Development Center, incubators, and the Workforce Development Center to create a healthy and competitive business environment in the area.

<http://gfc.gulfcoast.edu/>

7. Opportunity Florida

Opportunity Florida is an eight-county regional economic development alliance that focuses on strengthening the existing businesses within Calhoun, Franklin, Gadsden, Gulf, Holmes, Jackson, Liberty and Washington counties. Their goal is to create "opportunity" for regional

businesses and workers by providing technical training, incentives, regional resources and financial assistance to help businesses grow.

<http://www.opportunityflorida.com/>

8. Port St. Joe Port Authority

The Port St. Joe Port Authority is a non-profit organization with a mission to reinvent and re-establish Port St. Joe as an active seaport. Recognizing the strategic location and the advantage of being one of Florida's 14 deepwater seaports, the Port Authority is actively involved in expansion of the seaport through large scale capital investment that will impact the local community with construction jobs, port operations positions, and secondary employment to support those activities.

<http://www.portofportstjoe.com/index.htm>

9. Progress Energy

Progress Energy is a Fortune 250 diversified energy company with more than 23,000 megawatts of generation capacity and \$10 billion in annual revenues. They hold two electric utilities that provide services in North Carolina, South Carolina and Florida. The firm also acts as investors and helps the communities to develop. They support organizations and programs that focus on improving the quality of life in the communities where they serve. They provide incentives for relocation and expansion to the businesses that want to locate in their service area. In 2005, the company received the prestigious J.D. Power and Associates Founder's Award for dedication, commitment and sustained improvement in customer service.

<http://www.progress-energy.com/>

10. The St. Joe Company (JOE)

JOE is Florida's largest real estate operating company and private landowner, with approximately 850,000 acres of land (approximately two percent of the land area of the State of Florida) concentrated primarily in Northwest Florida, which includes approximately 346,000 acres within 10 miles of the coast of the Gulf of Mexico. The JOE mission is to, "Create a family of places in Northwest Florida that inspire people and make the region an even better place to live, work and play."

<http://www.joe.com/web/>

11. Florida's Great Northwest

Florida's Great Northwest, Inc. is a regional economic development organization representing 16 counties in Northwest Florida. Recognizing that collective advantages and regional strengths are best harnessed by working together, Florida's Great Northwest was founded in 2000 to build a regional partnership. Since its inception, Florida's Great Northwest has evolved into one of the nation's premier regional partnerships for economic and workforce development.

Current Economic Environment

The private, non-profit organization is comprised of county and local economic development groups, workforce development boards, community and junior colleges, universities, and private businesses which compose the majority of our organization's membership. Through the creation of strategic alliances with our public and private partners, Florida's Great Northwest is committed to the enrichment of economic life in Northwest Florida.

<http://www.floridagreatnorthwest.com/>

12. Jesse Ball DuPont Group

Port St. Joe is one of the two Florida cities named in DuPont's will and receives a share of its \$12-\$18 million dollar annual enrollment. The organization has funded Florida State University's Department of Urban and Regional Planning to conduct a year-long study by involving the stake holders to come up with a unified vision for the North Port St. Joe area. The foundation also provides funding for several of the churches.

<http://www.dupontfund.org/index.asp>

13. Children's Services Center

The Children's Services Center is a private, nonprofit organization whose mission is to ensure that quality early education and childcare, including family services, are accessible to the communities they serve. Services available to the local community through Children's Services Center include free help finding and paying for childcare as well as many important support services for childcare providers, parents and children.

www.childrensservicescenter.org

14. Florida Department of Children and Families

Economic Services provides assistance to low-income families through the Food Stamp, Medicaid and Temporary Cash Assistance Programs.

<http://www.dcf.state.fl.us/>

15. Division of Workers' Compensation Re-employment Program

The Division of Workers' Compensation is a State agency providing re-employment services to injured workers that sustained injuries after 10/1/89 and are covered under FL Statute 440. The re-employment services include, but are not limited to, vocational counseling, job development and placement, employability skills training, comprehensive vocational evaluation and training, medical assessments, on the job training and labor market information. These services are provided through collaboration with some of the following agencies: Division of Vocational Rehabilitation, Agency for Workforce Innovation, Pensacola Junior College and physicians, insurance carriers and employers.

<http://www.fldfs.com/WC/organization/brrs.html>

16. Enterprise Zones

Enterprise Zones are specific geographic areas targeted for economic revitalization. *The entire City of Port St. Joe and the Redevelopment Area* are located within the Gulf County Enterprise Zone 1.

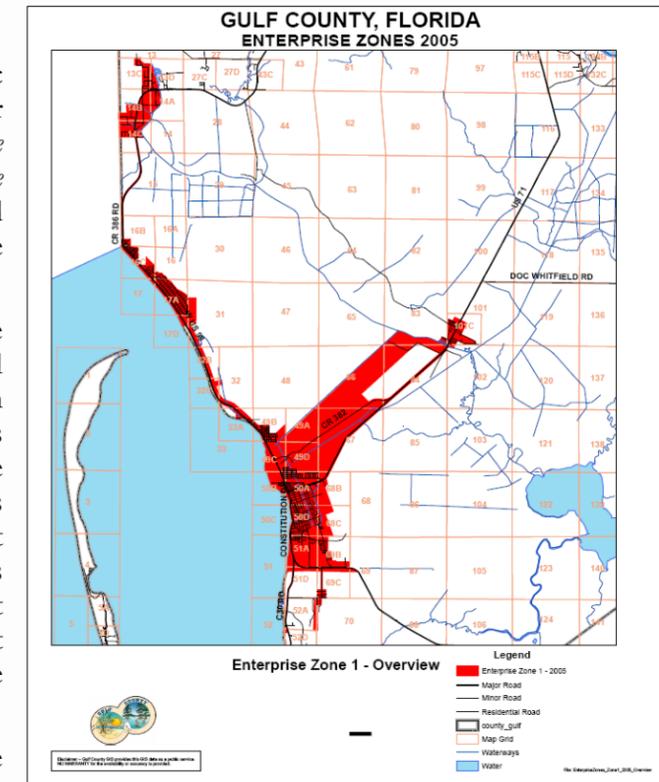
The Florida Enterprise Zone program offers financial incentives to business located in designated areas. These incentives are offered to encourage private investment within the zones as well as stimulate employment opportunities for the area's residents. The following list identifies the tax incentives that are available through the enterprise zone program:

- Enterprise Zone Jobs Tax Credit (Corporate Income Tax Credit)
- Enterprise Zone Jobs Tax Credit (Sales and Use Tax Credit)
- Enterprise Zone Property Tax Credit (Corporate Income Tax)
- Sales Tax refund for building materials used in rehabilitation of real property (Available to residential improvements also)
- Sales Tax refund for business machinery and equipment
- Sales Tax Exemption for electrical energy and
- Community Contribution Tax Credit program (Sales Tax refund, Florida Corporate Income Tax Refund or Insurance Premium refund for donations to local community development projects)

These programs are administered by the Governor's Office of Tourism, Trade and Economic Development (OTTED) and are accessed locally through the Gulf County Economic Development Council.

17. Local Ad-Valorem Tax Abatement

The City of Port St. Joe has a tax abatement program available for new and expanding businesses within the City. The benefits of the program are detailed in **Appendix C**, City of



Current Economic Environment

Port Joe City Code, Chapter 62 Taxation, Article VI Ad-Valorem Tax, Division 2 Exemption for Economic Development.

The program allows expansions of new business that create 25 new jobs or 10 new jobs respectively, to apply for consideration to receive up to a 10 year exemption of the ad-valorem taxes associated with improvements made to the building or site and any tangible (personal property) assets located on the site. The taxable value of the land itself is not exempt.

18. Additional Homestead Deduction for Senior Citizens

The City of Port St. Joe has an additional \$25,000 homestead deduction available to qualifying City residents, in addition to the State homestead deduction of \$50,000. This deduction is applied to the overall taxable value of the home in order to reduce the tax burden upon the owner.

City residents that are over 65 years of age and whose household income is less than \$20,000 annually may participate in this program. The details of the program are presented in City of Port Joe City Code, Chapter 62 Taxation, Article V, Additional Homestead Exemption for Senior Citizens.



IV. PAST AND CURRENT PSJRA PROGRAMS AND PROJECTS

This section contains brief summaries of previous projects undertaken in the redevelopment area and current programs and projects.

A. Land Use and Urban Form

1. Design Guidelines

The PSJRA funded and worked with a consultant to prepare design guidelines for downtown Port St. Joe, which were completed in 2007. These guidelines address corridors and specific neighborhoods and reinforce the City's historic waterfront heritage and unique "north Florida coastal" architectural inventory. A visual preference workshop was facilitated during the process of preparing the guidelines to assist in determining which architectural styles and streetscape themes were desired for the redevelopment area.

2. Land Development Regulations

The City of Port St. Joe updated its Land Development Regulations in 2008 by adopting **mixed use zoning classification** that permits mixed-use development in the Redevelopment Area. The mixed use district will encourage vertical integration of various residential and non-residential uses.

The City and the PSJRA also worked together in drafting and adopting an updated Sign Ordinance in 2008.

B. Business Development

1. Proposed Business Incentive Programs

The PSJRA funded the development of a list of proposed incentive programs for local business development that was presented to the City of Port St. Joe and the Gulf County Economic Development Council for consideration in 2008.

2. Façade Grant Program

The PSJRA established and funded a Façade Grant Program in 2007-08 and funded the program again in 2008-09. This program has been very successful in encouraging several new businesses to open in downtown Port St. Joe since 2008.

3. Small Business Incubator Program

With grant assistance from the USDA, the City of Port St. Joe established a small business incubator facility at the George Washington High School Community Center in 2008. Located at 305 Peters Street, the incubator can accommodate two businesses.

The City utilized an \$117,870 Rural Business Enterprise Grant from the United States Department of Agriculture (USDA) Rural Development funded the renovations, with the city contributing an additional \$30,000.

Business owners will pay a nominal rent and stay in the facility for a short time. As their businesses grow and expand, they will leave the incubator, freeing up space for new businesses to begin.

C. Cultural and Historic Preservation

The PSJRA actively plans, supports and coordinates downtown events and festivals including the Salt-Air Farmers' Market, the annual Scallop Festival, and the Plein Air Paint-Out.

D. Downtown Area Improvements

1. Reid Avenue Landscaping Project

The collaborative efforts of the PSJRA, the City Public Works crews and a local landscaping company have resulted in the implementation of several landscaping improvements along Reid Avenue. The improvements included removal of existing plant materials and replacement with a selection of low-maintenance permanent plants, and preparing beds for a rotating, seasonal color display, as well as installation of traffic calming crosswalk improvements and bump-outs.

2. Banner Project

The Gulf Alliance for Local Art (GALA), Tourist Development Council (TDC) and the City of Port St. Joe formed a committee to develop a program for erecting a series of seasonal banners in the redevelopment area. Recommended by GALA and selected by the committee, original art work from a local artist was used for all banners. The banners were given different themes based on local, iconic, coastal and small town subjects to draw attention to the downtown area. *In 2007 the PSJRA banner program received a Cultural Enhancement Award from the Florida Redevelopment Association.*

3. Dr. Joe Hendrix Memorial Parking Lot



The City bought the land for this project from the long-time family physician and Port St. Joe resident, "Dr. Joe." The PSJRA partnered with the City of Port St. Joe to develop the parcel as a landscaped parking lot with a green, tree-shaded pocket park. This lot is located in the center of downtown Port St. Joe at Williams Avenue and 4th street and provides 35 surface parking spaces including two handicap-accessible spaces.



Programs & Projects

4. Williams Avenue

The PSJRA, with grant assistance from USDA, completed the first phase of streetscape improvements on Williams Ave in fiscal year 2008-09 including improved storm drainage, new parking, sidewalks, crosswalks and landscaping

5. US 98 from 1st Street to Cecil G. Costin Sr. Boulevard Streetscape

The PSJRA facilitated the planning and design of streetscape improvements for US 98 from 1st Street to Cecil G. Costin Sr. Boulevard. The PSJRA is leveraging City funds with over \$590,000 in state and federal grants funds secured for the US-98 landscaping and streetscape improvements in 2008. Construction is anticipated to begin in 2009 and be completed in 2010. Before and After simulation graphics are shown below.



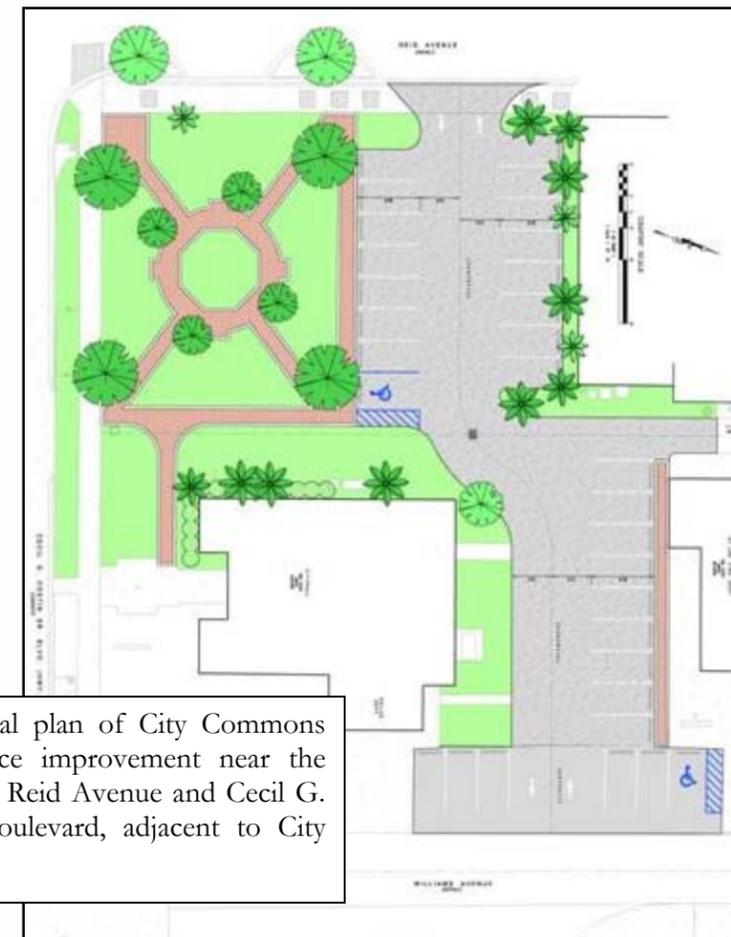
US 98 at 4th Street, View to North



After

6. City Commons

The PSJRA funded aesthetic enhancements to the new City Hall parking lot and park project in 2008-09, including landscaping, street furniture and the installation of “Millworker’s Monument.”



Conceptual plan of City Commons green-space improvement near the corner of Reid Avenue and Cecil G. Costin Boulevard, adjacent to City Hall.

E. Waterfront Parks Area Improvements

The PSJRA funded and worked with a consultant to develop a conceptual master plan for the Waterfront Parks Area that includes event space, event parking, walking and biking trails, improved boat ramp parking, an amphitheater and a pedestrian connection from the waterfront to the downtown shopping district.

F. Infrastructure Improvements

The Port St. Joe Redevelopment Agency created an interest-bearing account for escrowing funds toward large-scale infrastructure projects including streetscape improvements and acquisition projects.

1. Transportation

The US-98 Improvements project includes designated pedestrian crosswalks at intersections in Downtown Port St. Joe. The Waterfront Parks Area conceptual master plan includes event parking, walking and biking trails, improved boat ramp parking and a pedestrian connection from the waterfront to the downtown shopping district.

2. Stormwater Management

The City of PSJ initiated a regional stormwater study for downtown PSJ in 2008. The City constructed the first storm water quality pond in the Waterfront Parks area in 2008 and has planned an additional pond for 2009. These ponds provide filtration of Downtown storm water run-off prior to reaching the waters of St Joseph's Bay

3. Underground Utilities

The PSJRA has coordinated and funded Progress Energy to evaluate and design the conversion of electrical utilities along US 98 within the Redevelopment Area from overhead to underground as part of the US-98 Improvements Project

G. Waterfronts Florida Partnership Program Implementation

The PSJRA coordinated with the JOE Company to finalize the right-of-way transfer process and establish the transfer schedule for the multi-use Baywalk Project. The St Joe Company completed construction of the first phase of the Baywalk Project from the new Jetty Park near the marina to the City Boat Ramp in 2007. The City was awarded Florida Communities Trust grant funding in 2009 to purchase additional land needed to construct the next phase of the Baywalk that extends to the south of PSJRA.

The City of Port St. Joe initiated preliminary discussions with NFWFMD regarding storm water permitting for the Baywalk Project and initiated a regional stormwater study for Downtown and the Waterfront Parks Area in 2008. The City constructed the first stormwater quality pond in the Waterfront Parks Area in 2008 and has planned an additional pond to be constructed in 2009. These ponds provide filtration of downtown storm water run-off prior to reaching the waters of St Joseph's Bay

The conceptual master plan for the Waterfront Parks Area, funded by the PSJRA, included the preparation of design documents for a bicycle trail connector and trailhead.

H. Status of Activity within North Port St. Joe

The City of Port St. Joe initiated the implementation of new municipal water and sewer service to the North Port St. Joe community in 2007. Improvements to the Washington High School Community Center improvements were also completed in 2007. With grant assistance from the

USDA, the City of Port St. Joe established a small business incubator facility at the Washington High School Community Center in 2008.

V. OPPORTUNITIES AND CHALLENGES FACING THE PSJRA

The physical, economic and regulatory environments all affect the success of the Port. St. Joe Redevelopment Area and provide both opportunities and challenges. This section describes these opportunities and challenges and the "Recommendations and Strategies" section offers potential programs and projects that address the issues.

A. Physical Environment

The physical environment provides the Port St. Joe Redevelopment Agency with both its greatest opportunities and challenges. The most immediate physical challenge facing the PSJRA is the location of US 98 along the western border of the PSJRA. While this roadway provides direct access to the City from Port St. Joe Beach, Mexico Beach and Panama City to the north and from Apalachicola to the south, it also presents a physical barrier from Downtown Port St. Joe to St. Joseph's Bay. This barrier presents an elevated physical risk to pedestrians and bicyclists seeking to cross the road to access the waterfront, park and marina facilities. This barrier effect will become more significant and potentially dangerous when the long-term waterfront development pattern of the JOE Company's takes place and increases pedestrian activity in the downtown and the waterfront areas simultaneously.

Additional waterfront redevelopment as detailed in the Waterfront Partnership's Waterfront Master Plan, proposes the installation of a waterfront boardwalk and pedestrian path connecting to the City's current and expanded trail network. This waterfront boardwalk will encourage additional pedestrian movements across US 98 and increase potentially dangerous vehicle/pedestrian interactions. Recommendations addressing potential projects that address this challenge are presented in the Recommendations and Strategies Section of this report.

The environmental opportunities include the city's wonderful location off of St. Joseph's Bay, along northwest Florida's gulf coast. The associated warm weather, sheltered natural harbor and beachfront climate provide a great environment for tourism and business and residential relocation.

Concurrently, the City of Port St. Joe is keenly aware of the challenges presented by the environment in the form of inclement weather, storms and hurricanes. After being affected by several hurricanes in the past three years, the City has completed the recovery and repair process. Lessons learned from these events have prompted the City to evaluate options addressing the waterfront development regulations and the potential relocating of utilities and services underground.

B. Economic Environment

The City of Port St. Joe's economic environment provides an opportunity not only for additional retail and service development to serve the existing underserved residences but also an opportunity to serve the burgeoning residential development demand as well as the growing demands of the transient or tourist population. The new Regional Sacred Heart Hospital commenced construction

Opportunities & Challenges

in 2008 and will open in October 2009. The hospital will provide 19 private inpatient rooms, a 24-hour emergency department, one surgical suite, a full complement of diagnostic and laboratory services, and a helipad to be used by Sacred Heart's regional air ambulance service to provide rapid transport for trauma or critically ill patients.

Designed and built with growth in mind, the hospital has the capability to equip six additional inpatient rooms, a cardiac diagnostics area, and a second operating room. The hospital will open with an estimated 95 associates, creating a payroll of close to \$4 million a year.

1. Residential Development

The existing and continued residential development to the north of the downtown at the Windmark I and Windmark II developments and the planned Joe Town Center Development will continue to increase the demographic desirability of Port St. Joe in the eyes of retail marketers and developers and potentially have the greatest impact upon the Redevelopment Area.

Continued residential development will also increase tourism and transient recreational visitors. Opportunities will increase for the development of retail and services for the recreational visitor and tourist market. This opportunity should be tempered with the caution of dependence on the tourism or visitor market demands, which fluctuate.

Another cautionary note, as a byproduct of the City's increasing housing, land values and speculation activities, the availability of affordable or mid-market housing for lower or middle income and working class residents is becoming more limited. Specific tasks are identified in the Recommendations and Strategies Section of this report to address this concern, including partnership opportunities to ensure the continued availability of affordable housing within the City.

2. Mixed-Use Development

Despite experiencing a recent softening of the real-estate market since 2006, since 2000 the northwest Florida gulf coast area has been experiencing an overall real-estate growth cycle. This pedestrian-oriented, permanent residential and vacation residential development located in Walton, Bay and Gulf counties is typified by higher value construction, pedestrian connections and neighborhood retail development. The Windmark I and II communities located just north of the City are examples of this type of mixed-use development.

The St. Joe Company initiated the planning, design, permitting and engineering phases for the proposed redevelopment of the former paper mill site in downtown Port St. Joe and along its waterfront property in 2005. The project site is approximately 166 acres and is centrally located on the bay front, with a portion located within the redevelopment area.

When completed, the JOE Town Center mixed-use development is planned to include approximately 600 residential units and 350,000 square feet retail space and will provide for civic gathering and entertainment spaces. Additional phases of the development include

150,000 square feet of office space, a 150-room hotel and a new public marina with 500 wet and dry boat slips. The proposed development includes the provision for a new City Hall and government offices.

The overall plan for the Town Center was developed with the participation of the public through a series of community meetings. A conceptual plan of the proposed JOE Town Center development is shown on **Map 10**.

Due to the size, scope and location of the proposed JOE Town Center project, it will have significant impacts upon the redevelopment area. The items identified in the "Strategies and Recommendations" section of this plan will include tasks and activities that complement and provide physical linkages through the use of landscaped corridors and connections to the proposed JOE Town Center improvements. This plan also provides direction and a framework for continued complementary development within the redevelopment area adjacent to the Town Center.

3. Industrial Development

The primary industrial development portion of the Port St. Joe economic environment is anchored by the Port St. Joe deep-water port facility. This facility, although not fully developed at the current time, represents a development opportunity for primary industry relocation and development. The active area of the Port is the Port St. Joe shipping channel, which connects to the shipping lanes of the Gulf of Mexico and to the world. This channel has Congressional authorization to a depth of 35 feet. Existing industrial sites include a manufacturer of chemical lime from dolomite, a chemical plant, a nine-million-ton per year, dry bulk, barge to rail trans-loading terminal and a dive-cruise ship builder. The revitalized Port of Port St. Joe industrial park commenced construction in 2008 and will open in 2010. The Port Authority is currently pursuing a federal (USDOT), Transportation Investment Generating Economic Recovery (TIGER) discretionary grant, part of the American Renewal and Recovery Act (ARRA), which could bring \$30 million to bear on creation of a deepwater facilities and bulk-heads for the port.

Additional primary industry development sites are located north of downtown Port St. Joe at US 98 and Industrial Park Road at the St. Joe Company's Port St. Joe Commerce Park Phase II project site. The overall site provides +/- 45 acres of light industrial zoned property separated into smaller sites with proximity to rail lines and access to deep-water port facilities.

Increased primary industry development within the City and the associated job creation would provide a balance to the potential dependence of the City's economy on residential development and tourism-based activities. An ideal situation would be a balance between compatible primary industries and residential and commercial development. Caution should be exercised to ensure that the industries which are actively recruited or encouraged to locate in or adjacent to the City are both compatible with planned and on-going residential development and are adequately buffered and screened from adjacent non-industrial uses.

Opportunities & Challenges

Local economic development activities and programs are administered by the City, the PSJRA and the Gulf County Economic Development Council. Each group provides access to state, national and local economic development incentives and programs. Specific incentive programs are identified in the “Other Funding Sources” section of this plan.

C. Regulatory Environment

The City of Port St. Joe’s Land Development Regulations and comprehensive plan detail the type of development that is allowed in specific areas and under what conditions. These planning and regulatory documents provide opportunities for traditional residential and non-residential development within the redevelopment area and provide flexibility to accommodate mixed-use and neighborhood commercial projects.

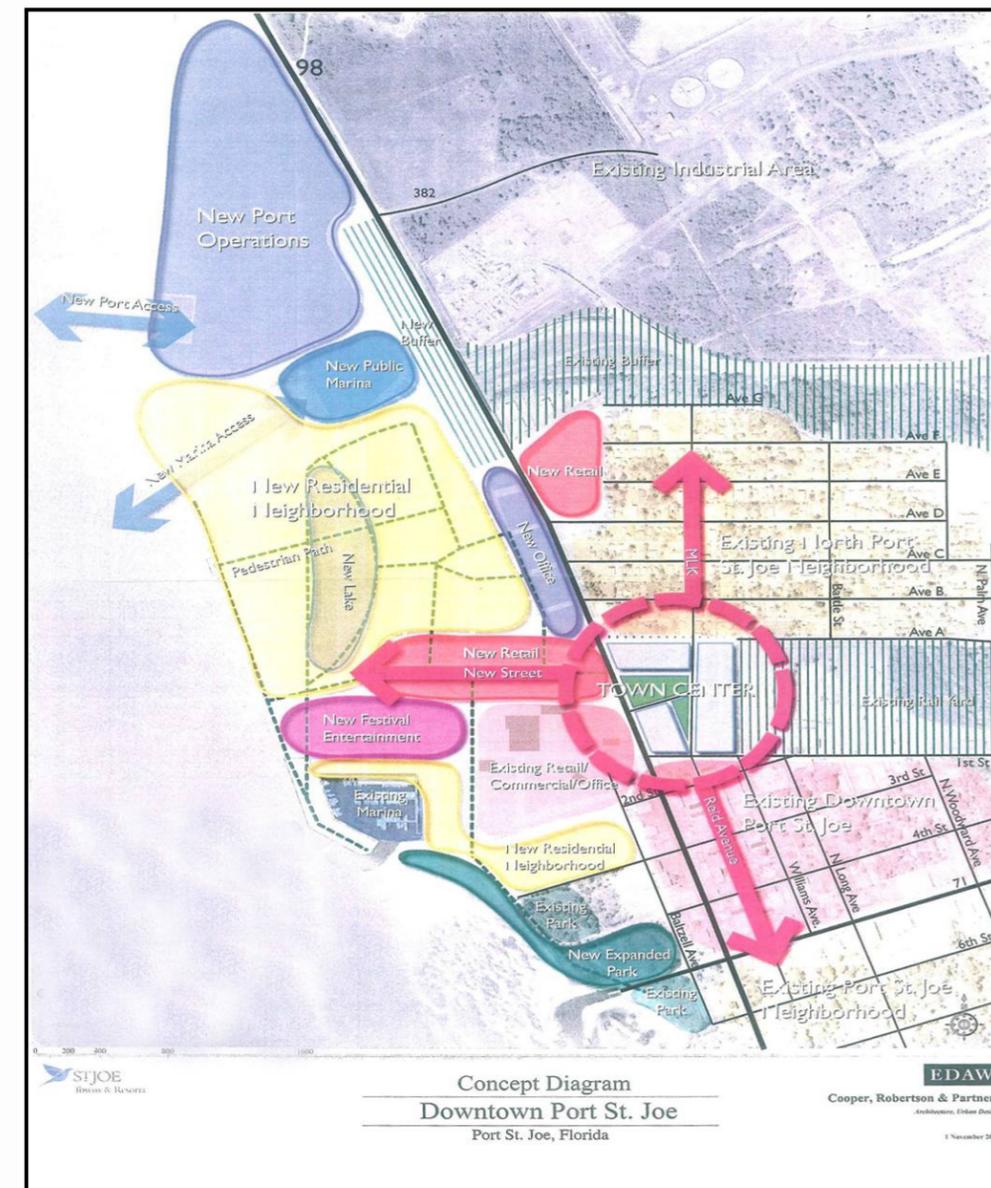
The land uses identified in the City’s Future Land Use Map and Zoning Code are:

- Very Low Residential (VLR)
- Residential (R1)
- Residential (R2)
- Residential (R3)
- Residential (R4)
- Commercial
- Industrial
- Mixed-Use
- Planned Unit Development (PUD)
- Recreation
- Public use
- Open Space
- Conservation
- Future residential
- Future commercial
- Future industrial

The City has recently amended their Land Development Code to enable mixed-use development. This land use/zoning classification will encourage multiple uses on the limited parcels available within the PSJRA. Mixed-use and compact development within the PSJRA will reduce the City’s costs to provide services to these facilities when compared to separate stand alone uses and will also increase pedestrian and non-automobile based transportation options.

Specific recommendations and proposed modifications to the City’s Land Development Regulations are presented in the Recommendations and Strategies section of this report.

Map 10: JOE Town Center Project



VI. COMMUNITY VISIONING AND PLANNING PROCESSES

The residents and business owners of the City of Port St. Joe have participated in a series of community visioning and strategic planning activities since 1989. These include the Redevelopment Agency's (Formerly known as the PSJ Downtown Redevelopment Agency or DRA) 1989 Redevelopment Plan process, the Waterfront Steering Committee Master Plan process in 2005, the development of the Gulf County Vision for Prosperity Strategic Economic Development Plan 2006-2008, the 2006 PSJRA Redevelopment Plan update process, the 2006 Friends of North Port St. Joe Strategic Plan process and the 2008 North Port St. Joe Master Plan process.

In addition to these community planning activities, the St. Joe Company has been proceeding through the planning, design and permitting processes required for the long term redevelopment of its former mill site into the proposed JOE Town Center. The proposed reuse of the former mill site, which includes the creation of a new town center and mixed-use residential and commercial development, will significantly impact downtown Port St. Joe.

Seeking to build upon the research and findings of these past community efforts and to coordinate with the planned and proposed town center development, the Port St. Joe Redevelopment Agency facilitated a community issues workshop on July 25, 2009 to synchronize the shared community goals identified in the earlier community visioning exercises and to prioritize these community goals and programs into a work plan for this 2009 redevelopment area plan update.

This section contains a brief summary of the previous visioning and strategic planning activities and a summary of the July 2009 community workshop held to gather input for this plan update. Community Planning and Visioning Activities: 1989-2008

A. Port St. Joe Downtown Redevelopment Agency Plan Process

The 1989 Port St. Joe Downtown Redevelopment Agency Redevelopment Plan identified four major objectives for redevelopment in downtown Port St. Joe. The main objectives included:

- Improving pedestrian safety
- Preserving and identifying historical assets
- Implementing streetscape projects
- Business recruitment

These primary objectives were identified for the purpose of revitalizing the downtown section of the City. Other community redevelopment objectives identified in the 1989 Port St. Joe Downtown Redevelopment Plan include:

- Redevelop Reid Avenue (Completed)
- Provide support staff for determining availability of grants and alternate funding sources (Completed/Ongoing)
- Evaluate use of façade grant and small business loan programs (Façade grant program implemented)
- Landscape and streetscape for Fifth Street (Ongoing)
- Identify and emphasize historic and cultural assets in the City

- Prepare neighborhood studies to encourage rehabilitation and strengthening of neighborhoods. (Not yet implemented)
- Encourage rehabilitation of buildings by commercial and business ventures (Ongoing)
- Bolster community support and linkages with businesses (Ongoing)
- Identify links with current City and the signing of the first State Constitution (Not yet implemented)

B. Waterfront Steering Committee Master Plan Process

The City of Port St. Joe participated in the Florida Coastal Management Program, (FCMP) Waterfront Florida Communities program and Waterfronts Florida Partnership. The Waterfronts Florida Partnership is a program that provides innovative support for communities to revitalize and renew declining waterfront districts, areas which have traditionally focused on water dependent economic activities. The Port St. Joe Waterfronts Communities area includes portions of the Port St. Joe Redevelopment Area along US 98 and downtown. **Map 11** shows the area included in the Waterfronts Florida Communities program.

The program, two-years in length, includes planning grants and technical assistance from FCMP staff that enables designated communities to develop strategic plans for the revitalization of their waterfronts. The Waterfronts Florida Communities Program encourages communities to consider and emphasize environmental & cultural resource protection, support of the viable traditional waterfront economy, hazard mitigation and public access to working waterfronts and coastal resources.

The Waterfronts Florida Communities Program encourages participation of local Waterfront Communities groups in any concurrent redevelopment activities that may be occurring in their respective communities. The Port St. Joe Waterfront Steering Committee partnered with the PSJRA with the shared goals of redeveloping Port St. Joe's waterfront and downtown. The Waterfront Steering Committee developed a Conceptual Water Front Boardwalk and Trail Plan and specific group objectives as part of their program. This proposed waterfront boardwalk and trail, as well as some of the group's other community objectives, are incorporated into this Redevelopment Plan update.

C. Gulf County Economic Development Council Vision for Prosperity Process

The Gulf County Board of County Gulf County Economic Development Council created the Vision for Prosperity, Strategic Economic Development Plan, 2006-2008. A diverse stakeholder group was assembled to prepare the Vision for Prosperity. This group was comprised of the Port St. Joe Downtown Redevelopment Agency, St. Joe Company, Gulf County Chamber of Commerce, Gulf County School Board, Port St. Joe City Commission, Wewahitchka City Commissioners, Gulf County Board of County Commissioners, Gulf County Tourism Development Council, Northwest Florida Water Management District, Community Development Coalition, Gulf Coast Electrical Cooperative, Florida Power Company, St. Joe Natural Gas Company, Port St. Joe Utilities, Gulf County Health Department, Gulf County Workforce Development, Gulf County Community

College, Port St. Joe Port Authority, private developers, private property owners, media representatives and area churches

The purpose of the Vision for Prosperity, Strategic Economic Development Plan was to conduct a holistic evaluation of Gulf County's economic environment, including an analysis of Strengths, Weaknesses, Opportunities and Threats, and identify short-term and long term Goals and Objectives that would position Gulf County to realize its long-term economic vision. The Gulf County long-term economic vision contained in the Plan is, "Gulf County will become a diverse culture with an economy that leads the area in economic prosperity with its historical identity and heritage remaining intact."⁷

Major goals identified in the Vision for Prosperity include:

- Develop a unified political vision for Gulf County
- Build a diversified economy
- Enhance and improve the regional transportation system
- Build a 21st century health care system
- Enhance all housing access opportunities
- Enhance in all areas of comprehensive planning for efficient and effective growth management
- Expand and enhance education opportunities and
- Protect and enhance our natural and heritage resources

D. 2006 Port St. Joe Redevelopment Agency Redevelopment Plan Update Process

On August 31, 2006 the PSJRA hosted a community workshop to discuss the redevelopment area of downtown Port St. Joe and to identify community issues and development goals. This workshop was designed to provide a mechanism for public input and comment in the redevelopment planning process.

Over 75 people attended the workshop, including representatives from the City of Port St. Joe and Gulf County, the Port St. Joe Redevelopment Agency, St. Joe Company, residents of the North Port St. Joe community and business, property owners and residents of the City. Items presented and discussed at the workshop included:

- Development in adjacent communities;
- Pending Town Center development at former mill site;
- Issues and challenges facing Port St. Joe after closure of mill facilities;
- Preferred architectural styles;
- Redevelopment opportunities; and
- Strategies to improve small business support and create jobs.

⁷ Gulf County Government, Vision for Prosperity, Strategic Economic Development Plan, 2006-2008.

a. Identification of Focus Areas

Six overall focus areas were identified and specific tasks for each focus area were ranked on a handout provided by LDI. The six focus areas and the prioritized tasks are listed below.

(1) Business Assistance and Recruiting

This focus area was based on discussion regarding increased support of existing businesses, recruiting new businesses and creating jobs for residents. This focus area identified five tasks, in priority:

- Create a small business incubator
- Perform a market study
- Recruit water-based businesses
- Recruit anchor business to Reid Avenue
- Establish commercial moorings

The #1 ranked task received the highest ranking of any of the top 25 tasks in all of the six focus areas.

(2) Redevelopment Sites and Cultural/Historic Preservation

This focus area was based on discussion regarding identifying sites to redevelop while also identifying historic resources for protection. Due to their inter-related nature, this focus area also addressed the future potential disposition and uses of redevelopment sites in the Redevelopment Area including development of affordable housing, non-residential development, façade improvements and building or site re-use. This focus area identified five tasks, in priority:

- Increase business façade program
- Upgrade housing facades in Port St Joe
- Redevelop parking lot next to City Hall
- Develop sustainable affordable housing
- Encourage rehabilitation of buildings through grants and commercial business ventures

(3) Recreation Improvements

This focus area was based on discussion regarding the development of additional recreational opportunities and facilities for Port St. Joe residents and visitors. The linkage between the City's historic waterfront and the Port St. Joe downtown redevelopment efforts are made evident by some of the shared redevelopment goals of the Waterfront Partnership and Redevelopment Agency. This focus area identified five tasks, in priority:

- Improve the waterfront area

- Develop boardwalk along entire waterfront
- Pedestrian walk-over bridge over US 98 connecting downtown to waterfront and walk-over bridge overall canal (tied)
- Increased public access to St. Joseph Bay and protect waterfront from pollution (Tied)
- Establish cultural tourism attractions

The #1 ranked task received the third highest ranking of any of the top 25 tasks in all of the six focus areas.

(4) Streetscape Improvements

This focus area was based on discussion regarding the need for additional streetscape improvements in other areas of the City and other specific streetscape improvements were desired by the community. This focus area identified four tasks, in priority:

- Redevelop the streetscape on Williams Avenue
- Upgrade Improvements to Reid Avenue
- Redevelop and upgrade streetscape on Reid Avenue (Tied)
- Create neighborhood districts with unique character and create a sense of place and brand for the Downtown (Tied)

The #1 ranked task received the fourth highest ranking of any of the top 25 tasks in all of the six focus areas.

(5) Transportation and Utility Improvements

This focus area was based on discussion regarding existing transportation and utility systems. This focus area identified five tasks, in priority:

- Develop a tourism railway hub
- Provide municipal parking on both sides of US 98
- Develop a viable port
- Bury (Underground) utilities
- Install a round-about with fountain feature at US 71 and Reid Street intersection

The #1 ranked task received the fifth highest ranking of any of the top 25 tasks in all of the six focus areas.

(6) Social Service Programs

This focus area was based on discussion regarding the social welfare of residents within the Redevelopment Area. This focus area identified four tasks, in priority:

- Provide direct delivery of healthcare services to residents

- Address housing needs of the elderly
- Establish programs to prepare residents for jobs of the future
- Help develop Work-force–Re-entry Program (WRAP)

The #1 ranked task received the sixth highest ranking of any of the top 25 tasks in all of the six focus areas.

The items identified in each of the focus areas represented key concerns or desires of the community to address specific issues or challenges. The ranking of the items, both in their respective groups and their overall ranking, helps to identify the relative priority of the items across all workshop activities. To recap, the overall highest ranked items identified in the focus areas were:

- Develop a small business incubator program
- Increase business façade grant program
- Improve the waterfront area
- Redevelop streetscape on Williams Avenue
- Develop a railway tourism hub
- Provide direct delivery of health care services to residents.

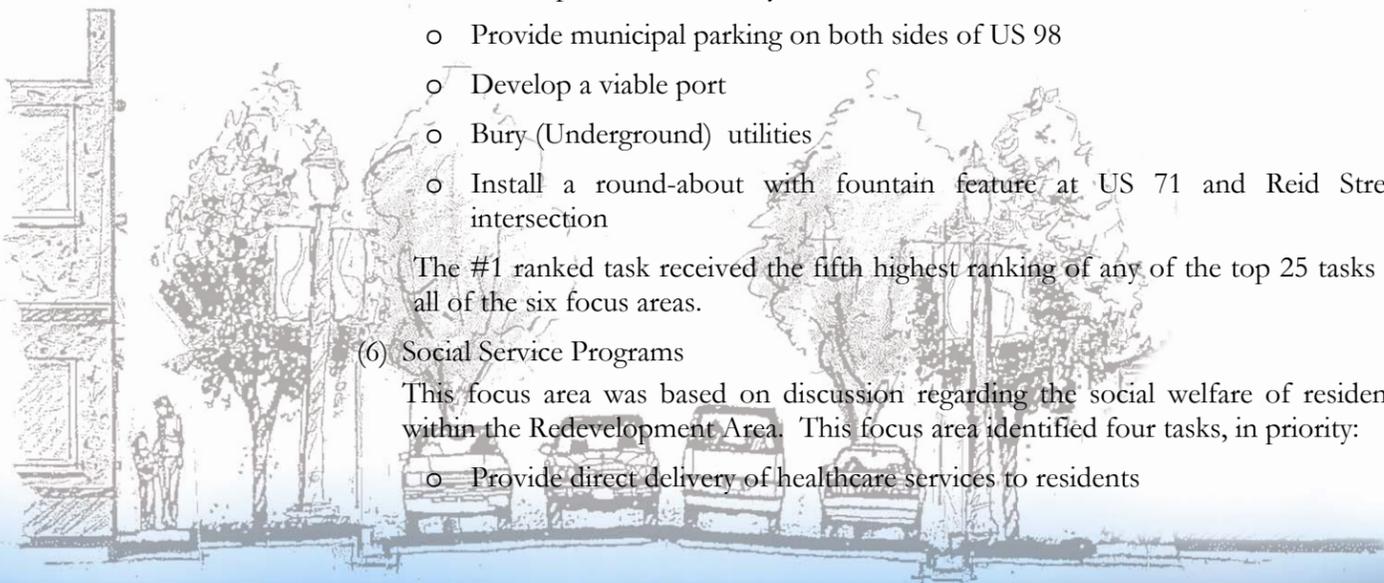
b. Ranking of Focus Areas

The specific Port St. Joe community workshop participants were asked to rank the tasks and items identified in the six focus areas individually. The recurrence of an item or task in a relatively high ranking position in both the focus areas' group priorities and in the overall listing confirms the relative importance of that task or issue to workshop participants. The top seven items identified from the overall tasks and issues were:

- (1) Encourage incentives to recruit clothing and grocery retailers
- (2) Install streetscape along US 98 in downtown Port St. Joe
- (3) Prepare storm water plan for area near the Maddox House
- (4) Develop additional affordable housing for senior citizens
- (5) Increase code enforcement
- (6) Increase pedestrian traffic on Reid Avenue
- (7) Install a round-about at US 71 and Reid Avenue

c. Architectural and Design Preferences

As part of the community issues and objectives workshop an architectural visual preference exercise was conducted to help workshop participants identify preferred architectural styles. The preferred architectural styles identified at the workshop by the 78 participants were traditional Craftsman and Florida Vernacular includes Key West, Cracker and Southern styles over the styles Eclectic and Art Deco.



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Preferred Architectural Styles



Florida Cracker Style



Key West Style



Craftsman Style

Florida Cracker Style: The Florida Cracker style is a variant of the National Style and Southern National style. This style emphasizes deeper, often add-on, porches and lower pitched roofs. Wide porches and large roof overhangs are also incorporated into this style. This style is similar to, but more austere and practical, than the Key West style.

Key West Style: The Key West style is a variant form of Folk Victorian style. This style emphasizes symmetrical front facades and full width porches integral with the main body roof. Unique features include the use of 'gingerbread' wood trim and accessories. Houses are often placed on raised brick foundation.

Craftsman Style: The simple Craftsman Style is derived from the English Arts and Crafts movement and is often associated with William Morris. This style includes overhanging eaves, sometimes with exposed rafter ends, wide porches and wood frame or stone construction. Urban bungalows with porches and apartment complexes were built in this style in San Francisco. Some one and a half story buildings are classified as "Craftsman Bungalows" and usually include rustic naturalistic exterior details like unpeeled redwood or interior ones like boxed beam ceilings, redwood or oak wainscoting and rusticated stone or brick arches.

d. Preferred Land uses

At the public workshop conducted on August 31, 2006, participants were also asked to fill out a form indicating the preferred uses to be allowed within the downtown redevelopment area and also within the north Port St. Joe expansion area. They were also asked to indicate how far they typically travel to these types of uses.

The majority of the participants (74%) noted that they would like to see more restaurants in the redevelopment area. The next preferred uses in order of preference were theaters, coffee shops and grocery/specialty stores. Participants indicated that some of them have to drive up to 18 miles to get to a restaurant, 50 miles to a theater, and 45 to a large grocery store. Although hotel uses did not get a majority vote as preferred within the redevelopment area, some people indicated that they have to travel up to 100 miles to get to one. The following is a list of the preferred uses ranked by number of votes.

- Restaurants
- Movie Theaters
- Coffee Shop, Café/Deli, Sidewalk Cafes
- Grocery and Specialty Shops
- Art gallery, library, museum and other cultural facilities
- Arts, performing arts and crafts studios and shops
- Consignment or Antique Shops
- Daily Retail, such as jewelry, apparel and similar products
- Entertainment (Bowling Alley/Billiards)
- Bed and Breakfast/Inns
- Child Care Center
- Department Stores

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- Hospital
- Mixed Use (Retail/Office/Live-work Residential/ Residential)
- Barber or Beauty Shops
- Country General Store
- Drive-thru/Dine-in Restaurant

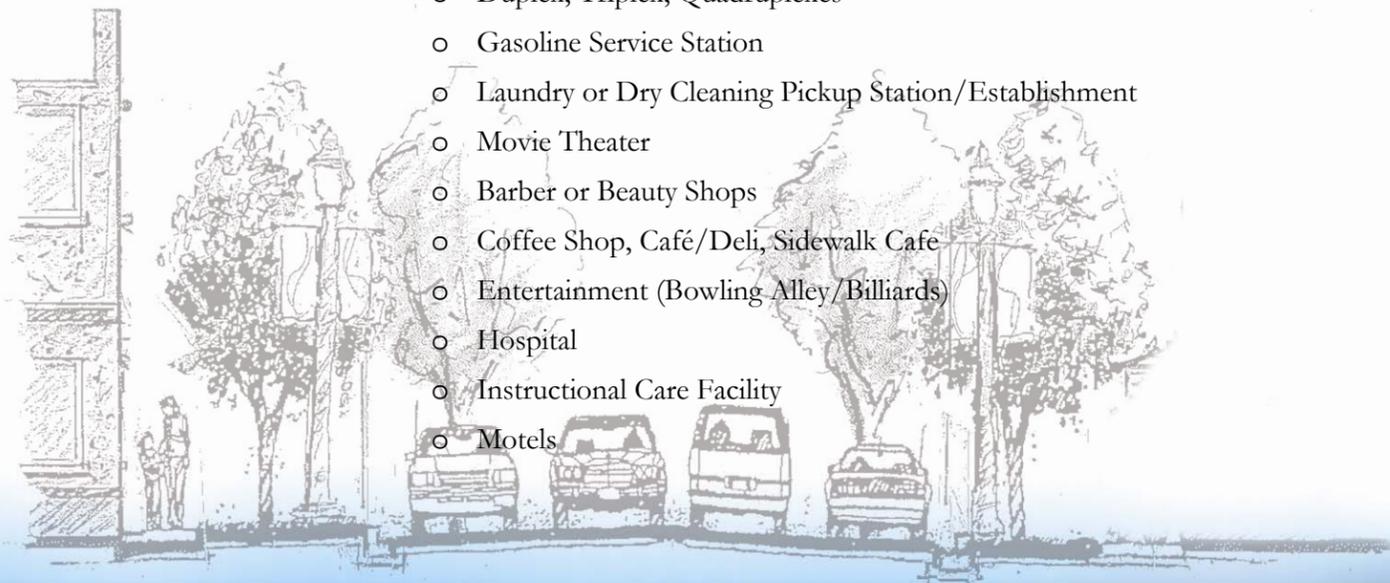
The uses with the most votes included cultural facilities (art galleries, museums, libraries, and similar uses), performing arts and studios, department stores, and restaurants. The travel time chart indicated that some people have to travel up to 36 miles to go to a pharmacy, 50 miles to go to a video rental store, and 50 miles to a restaurant.

The following were the preferred uses in order of preference:

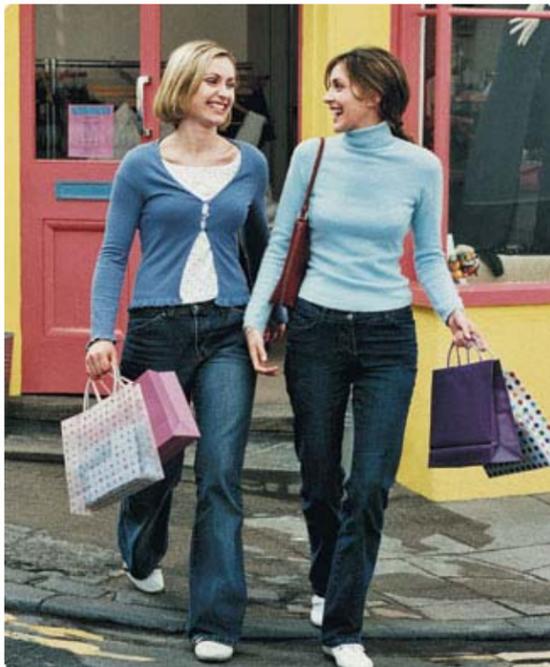
- Art gallery, library, museum and other cultural facilities
- Arts, performing arts and crafts studios and shops
- Department Stores
- Restaurants
- Bed and Breakfast/Inns
- Business, Medical and Professional Office
- Child Care Center
- Country General Store
- Grocery and Specialty Shops
- Daily Retail, such as jewelry, apparel and similar products
- Duplex, Triplex, Quadruplexes
- Gasoline Service Station
- Laundry or Dry Cleaning Pickup Station/Establishment
- Movie Theater
- Barber or Beauty Shops
- Coffee Shop, Café/Deli, Sidewalk Cafe
- Entertainment (Bowling Alley/Billiards)
- Hospital
- Instructional Care Facility
- Motels

- Repair and Service Garage
- Townhomes

Based on the results of the survey, the residents would like to see more restaurants (traditional dine-in full-service restaurants as well as sidewalk cafes and delis), cultural and entertainment facilities (art galleries, libraries, museums), retail (appearance, specialty and antique shops, grocery stores), and mixed-use in general. Uses that the residents noted as not appropriate for the PSJRA included manufacturing, packaging of alcoholic beverages and auto/trailer rental uses. Other uses with very low votes were tattoo parlors, big box retailers, building trades contractors and bindery/silk screening shops



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Retail Shopping



Sit-Down Restaurants



Art Galleries

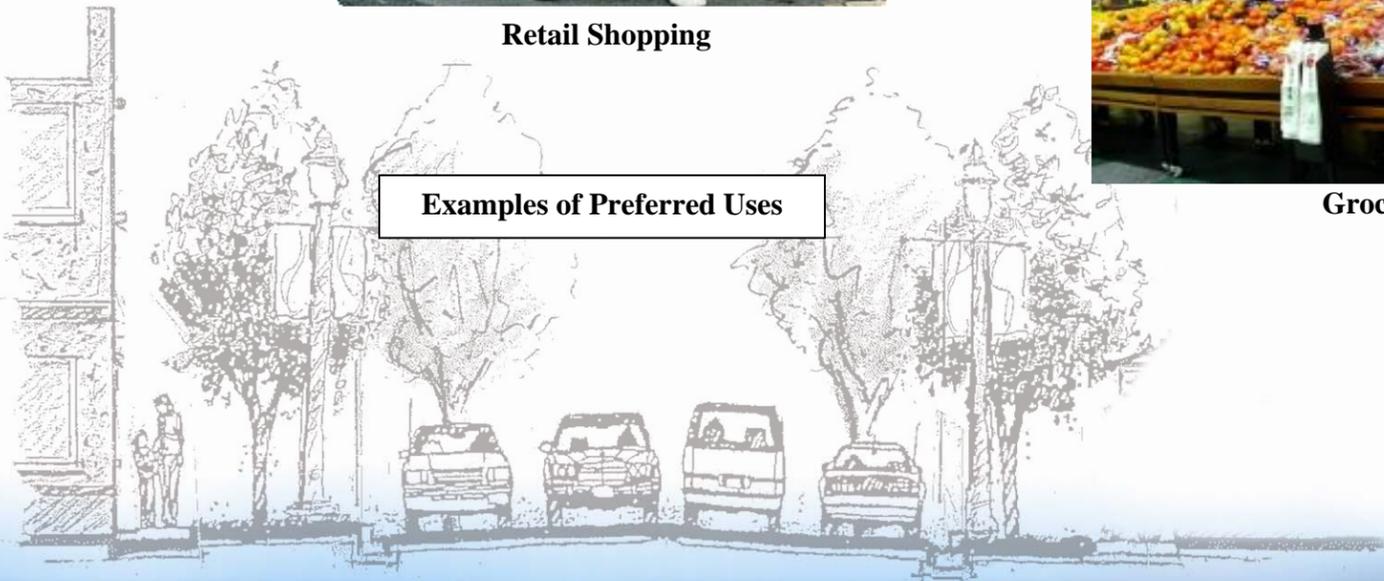


Grocers



Sidewalk Cafes

Examples of Preferred Uses



E. 2006 Friends of North Port St. Joe Strategic Plan Process

With a grant from the Jessie B. DuPont Fund and with assistance from Florida State University, a series of community visioning meetings were held to identify community objectives for the future of North Port St. Joe. The resulting report, completed in 2006, identified an overarching theme – “Keep what we have, upgrade it, improve it – We are here to stay.” In addition, the following objectives were identified:

- Expand the 4th of July celebrations
- Link Martin Luther King Jr. Boulevard with Reid Avenue
- Create a community redevelopment agency
- Create a small business incubator in the new Town Center
- Revitalize the closed Washington High School as a Community Center
- Protect against rising property values and taxes
- Establish the Clifford Sims Park near the Martin Luther King Jr. Boulevard/Reid Avenue linkage
- Prepare residents for jobs of the future
- Provide direct delivery of healthcare services to residents
- Upgrade housing, yards, sidewalks and streets
- Survey historic buildings
- Develop affordable housing
- Address housing needs of the elderly

F. 2008 North Port St. Joe Master Plan Process

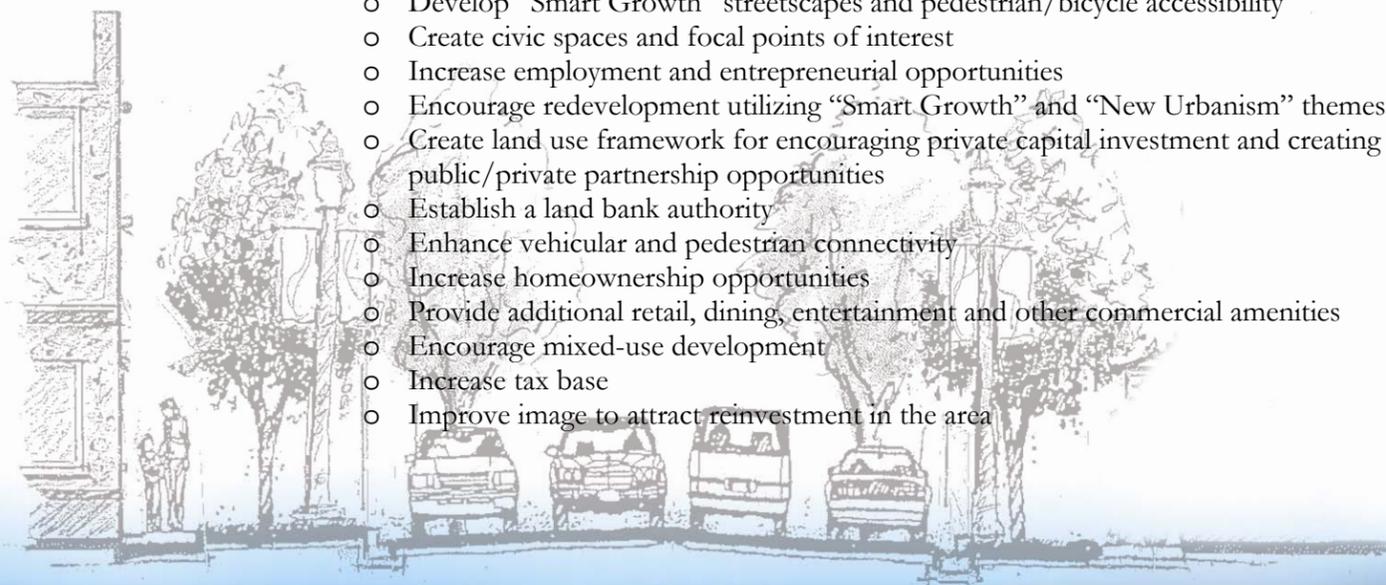
In 2008, a series of five community visioning meetings were held to gather ideas for developing a master plan for the North Port St. Joe community. The resulting “North Port St. Joe Master Plan” was completed in August 2008. The plan included the following objectives:

- Develop alternatives for underutilized or vacant properties
- Encourage infill development and redevelopment
- Develop “Smart Growth” streetscapes and pedestrian/bicycle accessibility
- Create civic spaces and focal points of interest
- Increase employment and entrepreneurial opportunities
- Encourage redevelopment utilizing “Smart Growth” and “New Urbanism” themes
- Create land use framework for encouraging private capital investment and creating public/private partnership opportunities
- Establish a land bank authority
- Enhance vehicular and pedestrian connectivity
- Increase homeownership opportunities
- Provide additional retail, dining, entertainment and other commercial amenities
- Encourage mixed-use development
- Increase tax base
- Improve image to attract reinvestment in the area

G. 2009 Redevelopment Plan Update Process

In conjunction with this redevelopment plan update, a community workshop was held at the Washington High School Community Center on July 25, 2009. Over 20 residents, business owners and representatives of various public entities and private, non-profit organizations attended the workshop. A presentation summarized all of the previous planning studies and visioning activities that are described above in this plan, including the plans, programs and projects that were identified. The presentation also described the plans, programs and projects that the PSJRA has funded or cooperated in that implement the recommendations from these previous studies. When the presentation was finished, the attendees were asked to break into small groups and identify any additional programs or projects they felt were needed to implement the vision of the redevelopment area, as well as any modifications to existing recommendations due to changes in physical or economic circumstances. The following ideas and recommendations were proposed:

- Potential locations for mixed-use development, residential development, additional recreational facilities and nature trails
- Proposed change to a recommendation from earlier visioning workshops – instead of linking Martin Luther King Jr. Boulevard with Reid Avenue, link it to Williams Avenue instead to avoid having to demolish the historic St. Joe Company office building located along 1st Street
- Improve the Avenue A ball park
- Establish a youth enrichment coalition – multicultural program
- Retention pond with fishing capabilities for the handicapped and special needs children
- Development of affordable and nice senior housing including senior assisted living facility
- Provision of adult daycare facilities
- Create community events areas
- Develop stormwater retention facilities as water features

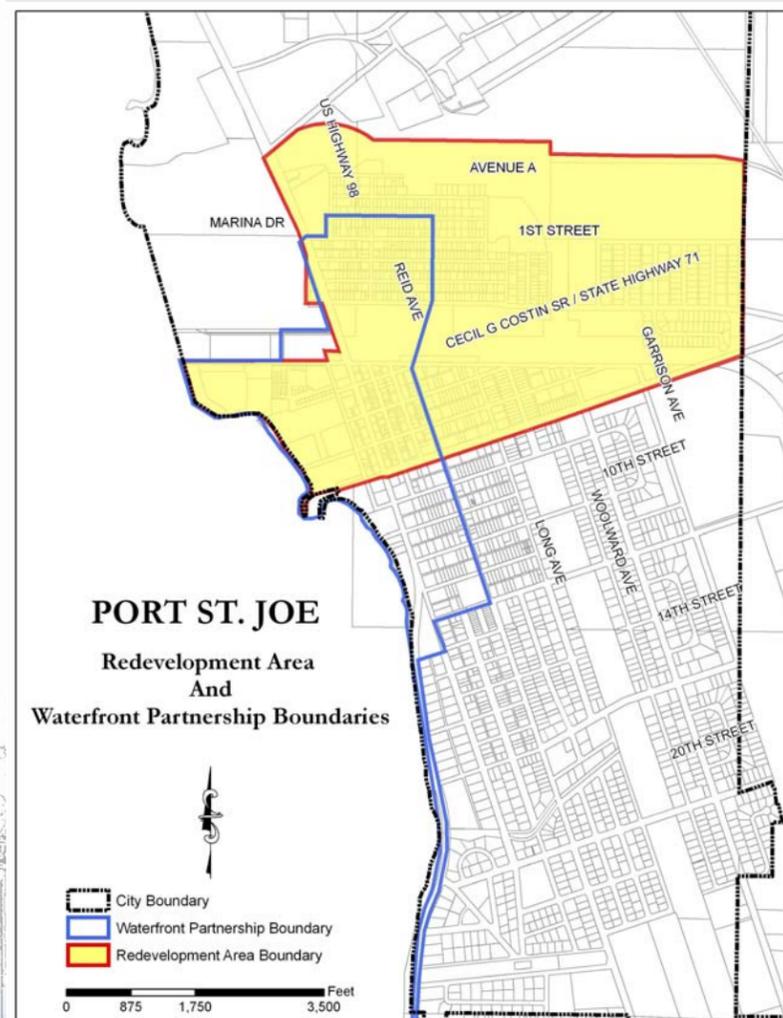


VII. STRATEGIES AND RECOMMENDATIONS

Due to their inter-related nature, shared redevelopment goals and objectives and shared physical boundaries, the strategies and recommendations for the Port St. Joe Redevelopment Area, including downtown, the waterfront area and North Port St. Joe, and the Port St. Joe Waterfronts Florida Partnership Program area were developed in concert so as to increase coordination between the planning areas, present a unified redevelopment strategy and plan, avoid duplication of efforts and maximize resource utilization and the complementary nature of shared projects.

It is the intention of the PSJRA and the Port St. Joe Waterfronts Florida Partnership program to coordinate, to the greatest extent possible, all redevelopment activities, economic development activities and other related activities.

Map 11: Port St. Joe Redevelopment Area and Waterfront Partnership Area



A. Overall Redevelopment Strategies and Recommendations

The following section of the plan presents specific strategies and recommendation for continued redevelopment of the Port St. Joe downtown and adjacent neighborhoods. These recommendations and strategies presented in this plan are intended to build upon the previous accomplishments of the City and the Port St. Joe Redevelopment Agency as well as the Waterfront Partnership redevelopment activities and redevelopment activities and improvements planned for the JOE Town Center development.

Specific recommendations and strategies are proposed as well as individual tasks and activities necessary to implement the proposed recommendations. All of the tasks and activities listed are shown in the “Implementation Section” of this plan with estimated implementation costs, proposed resources and timeframes.

1. Continue Investment in Public Facilities and Infrastructure

a. Streetscape and Pedestrian Features

The City and the PSJRA should continue to improve the overall aesthetics and landscaping within the redevelopment area and along the waterfront. The pilot streetscape improvement project funded for construction in 2010 for US 98 from 1st Street to 5th Street is an example of the type of project that will make a physical impact and improve pedestrian safety. This pilot streetscape project will provide a visual demonstration and example of the desired level of finish and quality expected from subsequent corridor development within the redevelopment area.

b. Transportation

Traffic volumes and capacity on US 98 and local streets are not currently critical issues in the downtown Port St. Joe Redevelopment Area. However, the planned development of the Joe Company Town Center project, the Waterfront Partnership’s redevelopment efforts on the west side of US 98 and the proposed port expansion will increase the number of potential vehicles and pedestrians on US 98, creating potential safety threats.

It is recommended that an improved pedestrian crosswalk be installed at 3rd Street and US 98 in order to provide a direct linkage to the future waterfront development and the downtown area. A second improved pedestrian crosswalk is proposed at 16th Street and US 98. The locations of the proposed improved pedestrian crosswalks are shown in the **Waterfront Master Plan**.

c. Trails and Paths and Connections

To further enhance the livability of the City and increase recreation options and non-auto transportation options, an increased network of bicycle/pedestrian paths and connections are recommended. These connections can link downtown Port St. Joe area with the planned Town Center development and North Port St. Joe, the Baywalk and the City’s existing linear green space along the canal on Park Avenue and create a recreational amenity for City

residents and visitors, and increased access to the waterfront and downtown areas of the City.

The City of Port St. Joe possesses a linear canal with bordering open space that runs from 6th Street and Park Avenue south by southwest to the City limits near the High School. This creates a long green open space in the middle of the City. The City is currently creating a large lake facility along this open space corridor. This corridor offers a unique opportunity to link the green-ribbon park through the heart of the City with the proposed Baywalk waterfront path and the Town Center development, creating a looped trail over six miles long. The proposed Baywalk is detailed in the Waterfront Partnership Master Plan section of this report. Connections from the Baywalk to the Park Avenue linear park are proposed to be located at the 3rd Street and 16th Street improved pedestrian crosswalks, and the 5th Street, 9th Street and Allen Memorial Highway intersections..

d. Trailhead Facilities

It is recommended that the PSJRA, Waterfront Partnership and City partner to evaluate the proposed installation of Trailhead facilities as features on the trail/path system described above. The proposed trailhead facilities would be located on the north and south termini of the Baywalk. The northern location is proposed to be located at the proposed St. Joseph's Landing. The southern trailhead is proposed to be located at the intersection of the Baywalk and Country Club road. Amenities contained at each trail-head facility should include limited parking, bike racks, picnic tables, restrooms, shade and a water fountain.

e. Overhead Utility Lines

It is recommended that the City evaluate the potential costs to relocate the overhead utilities underground within the main thoroughfares and corridors of the PSJRA. This would eliminate the unsightly aboveground facilities in areas that will have the greatest amount of business, community and visitor activities. Undergrounding overhead utilities would need to be assessed on a case-by-case basis.

2. Expand Development Opportunities

The following recommendations are intended to stimulate and expand the private sector development opportunities within the Port St. Joe Redevelopment Area.

a. Encourage Mixed Use Development

The City has adopted a mixed-use land use designation that allows the development of residential, commercial and office development within the same site. In light of the City's limited redevelopment area, limited development opportunities for single sites will be greatly increased with the use of a mixed-use land use designation and additional vertical development.

Mixed-Use land uses and other proposed land uses for the Redevelopment Area are detailed in the "Future Land Use and Land Development Code" section of this plan.

b. Encourage Small Business Development and Creation

A recurring theme during the community workshop and during meetings with City officials and local business owners in the community was a desire to encourage small business development. In order to encourage the development of small businesses and nurture them so that they succeed it is recommended that the Redevelopment Agency and the City partner with the Gulf County Economic Development Council and the Gulf County Community College to evaluate current service programs, facilities and delivery mechanisms. This group could then examine opportunities such as the small business incubation facility that has been established at the Washington High School Community Center and other facilities throughout the redevelopment area.

c. Encourage Retail and Commercial Relocation and Development

-Market Study

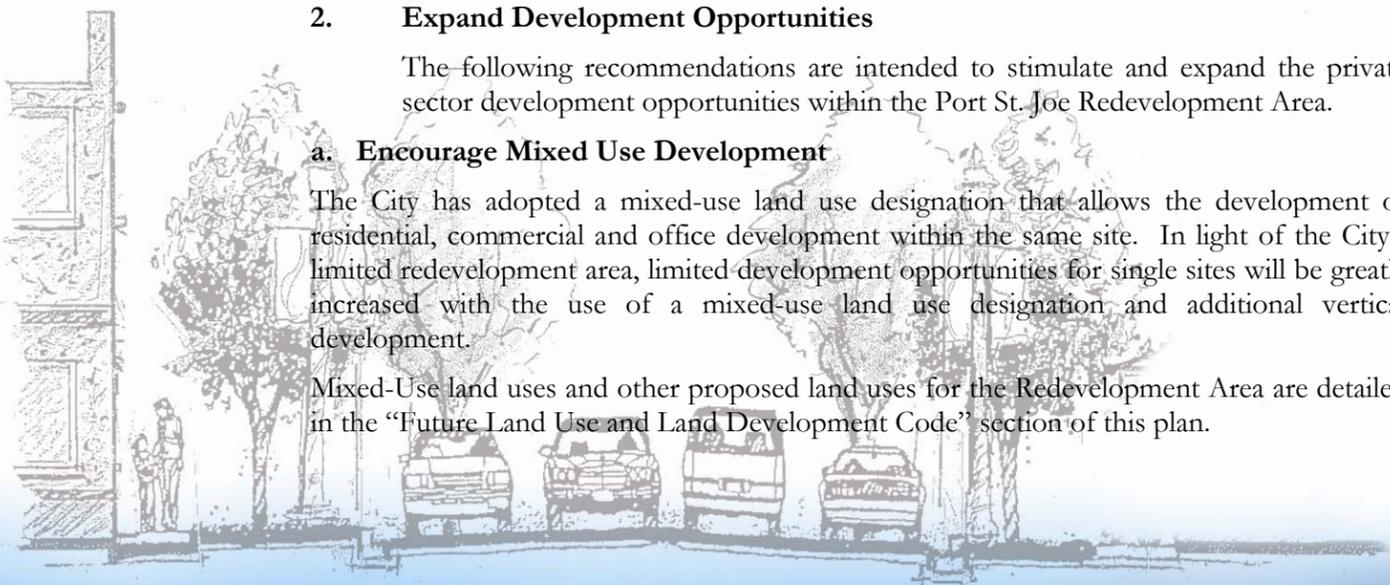
Retail development and the siting of grocery stores and other national retailers is based on an evaluation of key demographic information and household income indicators for the potential site under consideration and its adjacent market area. In the past, the demographics for the City of Port St. Joe have not qualified the area as a potentially feasible site for some national and specialty retailers. However, the recent residential development to the north of the City, Windmark I & II, and the pending JOE Town Center project will substantially change these qualifying demographics.

It is recommended that the PSJRA, the Waterfront Partnership and the Gulf County Economic Development Council coordinate to commission and develop a market study that will "look forward" to incorporate the planned residential development and that currently under construction, including the estimated residential product price points and target buyers' income levels, as well as other market area demographic information. This will accelerate the potential "qualification" of the downtown Port St. Joe market area as a potential site for national or specialty retail development.

-Develop Targeted Marketing Pieces and Incentives

As a component of the proposed market study, it is also recommended that the PSJRA, the Waterfront Partnership and the Gulf County Economic Development Council coordinate to develop and produce targeted marketing promotional materials for specialty retail and grocery retailers.

In addition to the Market Study information the proposed marketing materials would also contain an inventory of targeted or available sites for evaluation and a listing of the available city, county, state and national incentives that may be available to potential corporate relocations. These incentives could include, but not be limited to: Local Tax Abatement; Enterprise Zone Incentives; Site Location Assistance; Expedited Permitting Assistance and other local assistance programs.



d. Identify Targeted Development Sites

The PSJRA should identify areas targeted for a specific type of desired development or facility. Once the site(s) have been identified, the PSJRA/City may initiate dialogue with the property owners regarding redevelopment opportunities. The PSJRA may seek to solicit developers through the RFP/RFQ process to develop specific sites or aggressively market the targeted sites to the development community.

e. Identify, Evaluate and Market Vacant Parcels

-Identify and Evaluate Vacant Parcels

It is recommended that the PSJRA evaluate the vacant sites identified in **Appendix A** for potential redevelopment and reuse. Upon evaluation of the parcels' redevelopment potential (size, elevation, presence of wetlands and other environmental constraints) the PSJRA will be able to determine which vacant parcels have the highest redevelopment potential.

-Aggregate Small Parcels Into Larger More Easily Developed Parcels

It is recommended that the PSJRA identify and prioritize the smaller vacant parcels for potential purchase aggregation.

-Market Vacant Parcels

It is recommended that the PSJRA develop a listing or database of vacant parcels for directed marketing to potential buyers and listing with commercial realtors.

f. Prepare RFP's for Targeted Parcel Development

It is recommended that the PSJRA and the Waterfront Partnership coordinate to develop a Request for Proposals (RFP) for the redevelopment of specific parcels and targeted areas.

g. Continue Downtown Banner Program

The Redevelopment Agency should continue to implement the downtown banner program as a method to increase community awareness of downtown events, activities and retail opportunities (merchants). *In 2007 the PSJRA banner program received a Cultural Enhancement Award from the Florida Redevelopment Association.*

h. Continue the Façade Grant Program

The PSJRA should continue its façade grant program to assist downtown business owners and tenants to improve the street side appearance of their buildings. Currently Grant funds are refunded at a match of up to 90% (up to a maximum \$10,000) of the total documented project costs incurred with the following conditions;

- Grant funds may only be used for substantial improvements and remodeling (not just paint);

- Proposed improvements must be reviewed and approved by the PSJRA before any improvements occur;
- Installed improvements must be inspected and approved by the PSJRA prior to payment;
- The program is open to all business owners and commercial or office tenants (renters) whose buildings are located within the redevelopment area.

i. Establish Building Stabilization Grant Fund

The PSJRA should evaluate the feasibility of establishing a building stabilization grant program to assist downtown business owners and tenants to improve buildings that may require structural stabilization or other significant structural improvement in order to address public safety, and public access of the structure. The program could include grant funds to be refunded at a match of up to 50% of the total documented project costs incurred with the following conditions:

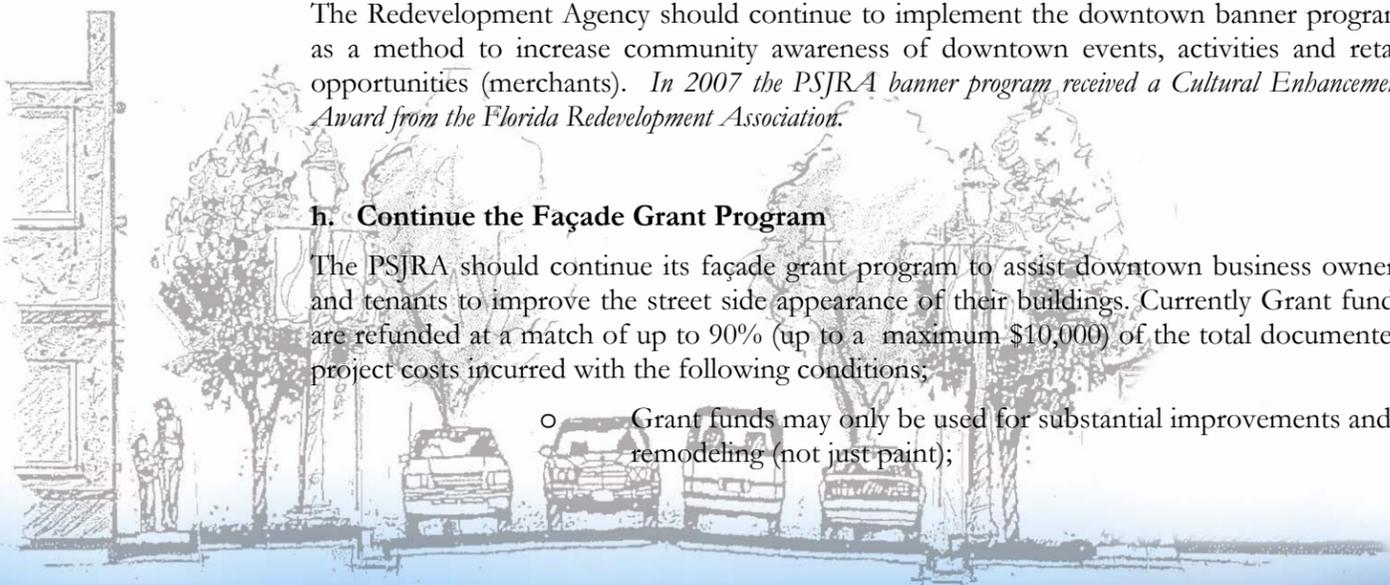
- Grant funds are to be used for structural improvements and remodeling;
- Inspection by a certified structural engineer is required to verify that the building may be safely occupied;
- Proposed improvements are to be reviewed and approved by PSJRA before any improvements occur;
- Program is open to all business owners whose buildings are located within the redevelopment area.

3. Redevelopment, Cultural/Historic Preservation

a. Support Gulf County's Affordable Housing Development Programs

The PSJRA should actively support Gulf County's continuing efforts to provide affordable housing for the residents of Port St. Joe. This support should include funding support and partnership for identification of additional funding sources and affordable housing programs. Another method of support could include the development of "inclusionary zoning" language in the City's Land Development Regulations for the redevelopment area or other areas in the City.

The PSJRA and the City should create an inventory of publicly owned lands within the redevelopment area to identify their appropriateness for affordable housing development. Senate Bill 1363 requires redevelopment agencies to create an inventory of publicly-owned lands and determine the appropriateness of those lands for affordable housing. Section 166.0451, Florida Statutes, encourages municipalities to review those lands and determine whether they could be developed with affordable housing; sold and the profit used for affordable housing elsewhere; or even sold to a private developer (or donated to a nonprofit) to build a permanent affordable housing development.



Strategies & Recommendations

Another incentive for developers of to assist the City in the creation of affordable housing is the density bonus system. Port St. Joe is already working on setting the parameters for such a system, which will allow additional residential density if a developer donates property to the City for affordable housing.

b. Prepare Inventory of Historic Structures

The City of Port St. Joe has a long and colorful history. Although a large number of historic homes have been destroyed or redeveloped, historic structures are prevalent within the City limits and the redevelopment area. A survey of historic properties is proposed to identify potentially contributing structures. The PSJRA should continue to evaluate grant opportunities for historic preservation.

4. Future Land Use and Land Development Code Modifications

a. Land Use and Zoning

The evaluation of the City's Comprehensive Plan and Land Development Regulations identified the existing zoning and land use designations and regulations used within the Redevelopment Area. To accommodate these current development patterns and future development, a Conceptual Land Use Master Plan is proposed along with the following proposed land use classifications.

Map 12 depicts the conceptual master plan for the Port St. Joe Community Redevelopment Area. The intent of the master plan is to designate land use categories for the various portions of the PSJRA, allowing the most intensive uses in the area south of 1st Street, primarily commercial developments along US 98, and restricting other areas to lower and medium intensity residential uses. The master plan also shows areas to be used for limited industrial use. These areas are located along the railroad tracks east of the JOE Town Center area. Civic and institutional uses are shown at their current location.

In order to coordinate redevelopment and future development within the Redevelopment Area, the following activities are recommended:

Incorporate the PSJRA into the City's Comprehensive Plan, both graphically and in narrative, briefly describing the area and establishing goals, objectives and policies based on the recommendations provided in this plan update.

Separate the land use and zoning maps to show the Redevelopment area's proposed land use designations on the FLUM.

Process administrative rezoning to change the zoning of residential areas within the Redevelopment Area to mixed-use, commercial or other zoning compatible with the proposed land use categories.

The following is a description of the land uses depicted on the map, and the typical uses to be allowed within each area.

(1) Town Center

The Town Center designation is intended to accommodate a mix of residential, commercial, office, public, and residential uses, with a strong emphasis on civic facilities. This area will become the icon or representative landmark of Port St. Joe; the heart of the town.

(2) Mixed-Use

The purpose for the mixed-use land use designation is to encourage compatible combinations of residential and non-residential development at varying degrees of density and intensity; preserve conservation areas; to reduce public investment in provision of services; to encourage flexible and creative site design; to allow for redevelopment and encourage denser infill development; and, to require public amenities that provide an area-wide benefit to the community.

The community mixed use existing land use category permits low, medium and high density residential; commercial uses (retail and office); educational facilities; recreation facilities and compatible public facilities. All development within a mixed use land use category should be required to have a planned unit development (PUD) zoning district and developer's agreement.

(3) Commercial and Office

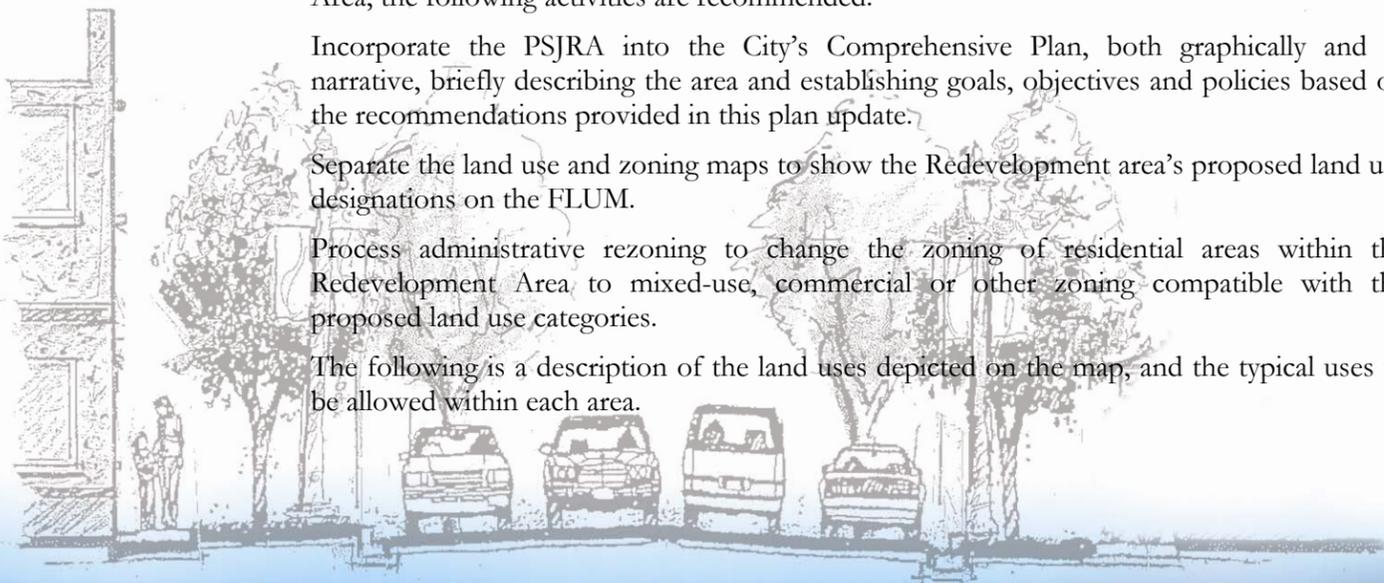
The Commercial and Office land use consists of a variety of retail and office uses; such as, medical facilities, shopping centers, restaurants, limited automobile service facilities, and similar uses. Typical neighborhood commercial areas adjacent to residential areas are allowed to build up to a maximum of 0.50 floor area ratio (FAR).

(4) Heavy Commercial

The Heavy Commercial category typically includes automotive-related uses, such as auto/boats sales and repair, boating storage, mini-warehouses, and similar uses.

(5) Industrial

The industrial land use category includes light industrial uses. Heavy industry should not be located within this PSJRA. Industrial uses are typically connected with light manufacturing, assembly, processing or storage of products. Typical industrial uses allowed in this category include wholesaling, limited retail, repair, private utility facilities (cellular switching stations, electrical substations), limited assembly, processing, construction offices, and small-scale storage areas. This designation is intended to provide land for those uses that may emit noise or air pollution, significant truck traffic and be otherwise incompatible with residential areas.



Strategies & Recommendations

(6) Public

The Public category consists of public facilities and private non-for-profit uses. This category allows public structures or developments that are owned, leased, or operated by a government entity, such as civic and community centers, hospitals, libraries, police and fire stations, government administration buildings and other similar uses. The not-for-profit and semi-public uses include churches, institutions, community residential and foster homes, social services, cemeteries, nursing homes, emergency shelters, utilities and other similar uses. Additionally, education facilities are included within this category, such as public or private schools (primary or secondary), vocational and technical schools, and colleges and universities.

(7) Multi-Family

This urban scale residential category typically includes attached multi-family housing. Typical uses may include duplexes, triplexes, quadruplexes, villas, cluster housing, townhouses, and small apartment complexes. Mobile homes and manufactured homes should not be allowed within this category in the PSJRA.

(8) Single and Multi-Family

The single and multi-family residential land use category, as its name implies, is intended for both single-family and multi-family dwelling units. This designation provides the next level of density for residential development. This designation allows medium density single family detached, zero lot line, duplexes, triplexes, quadruplexes, garage apartments, villas, cluster housing, townhouses, modular/manufactured homes and small apartment complexes. Mobile homes should not be allowed within this category.

(9) Single Family

This land use category is dominated by detached single-family homes on lots of varying sizes. This low density category is intended to provide for a transition from low intensity agricultural and rural residential uses to more urban land uses, such as the downtown PSJRA. Single family residential uses can be compatible with adjacent mixed use and even commercial uses, if buffers and transitions are provided.

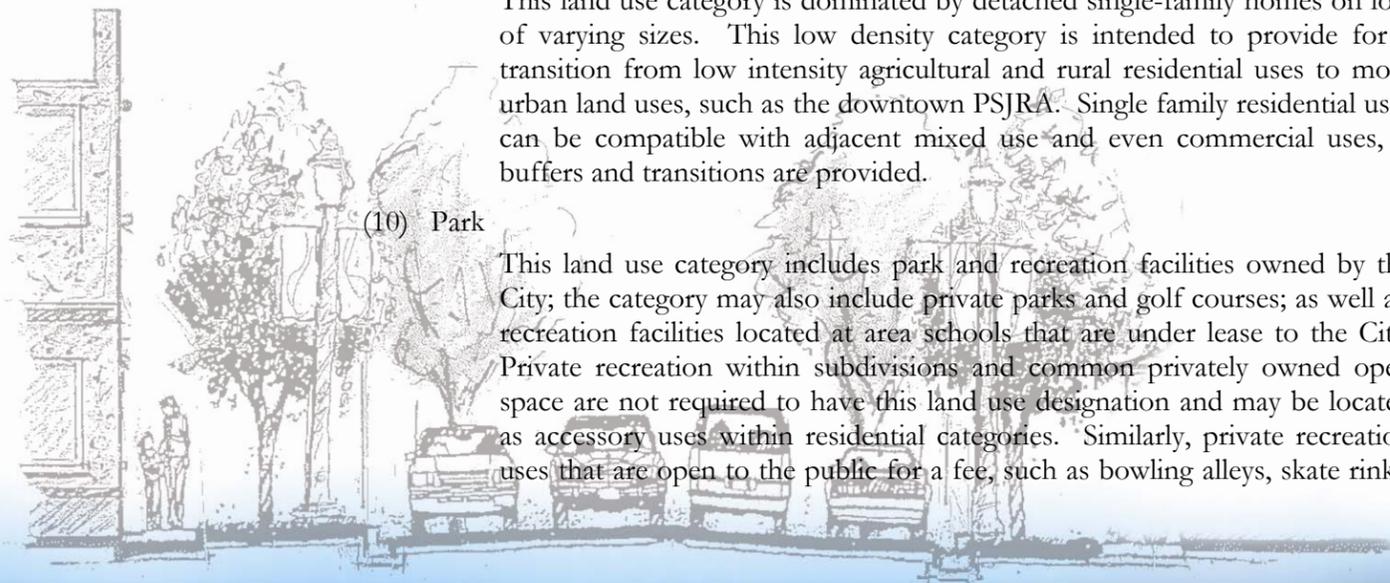
(10) Park

This land use category includes park and recreation facilities owned by the City; the category may also include private parks and golf courses; as well as, recreation facilities located at area schools that are under lease to the City. Private recreation within subdivisions and common privately owned open space are not required to have this land use designation and may be located as accessory uses within residential categories. Similarly, private recreation uses that are open to the public for a fee, such as bowling alleys, skate rinks,

etc. may also be allowed in the commercial land use and mixed use designations.

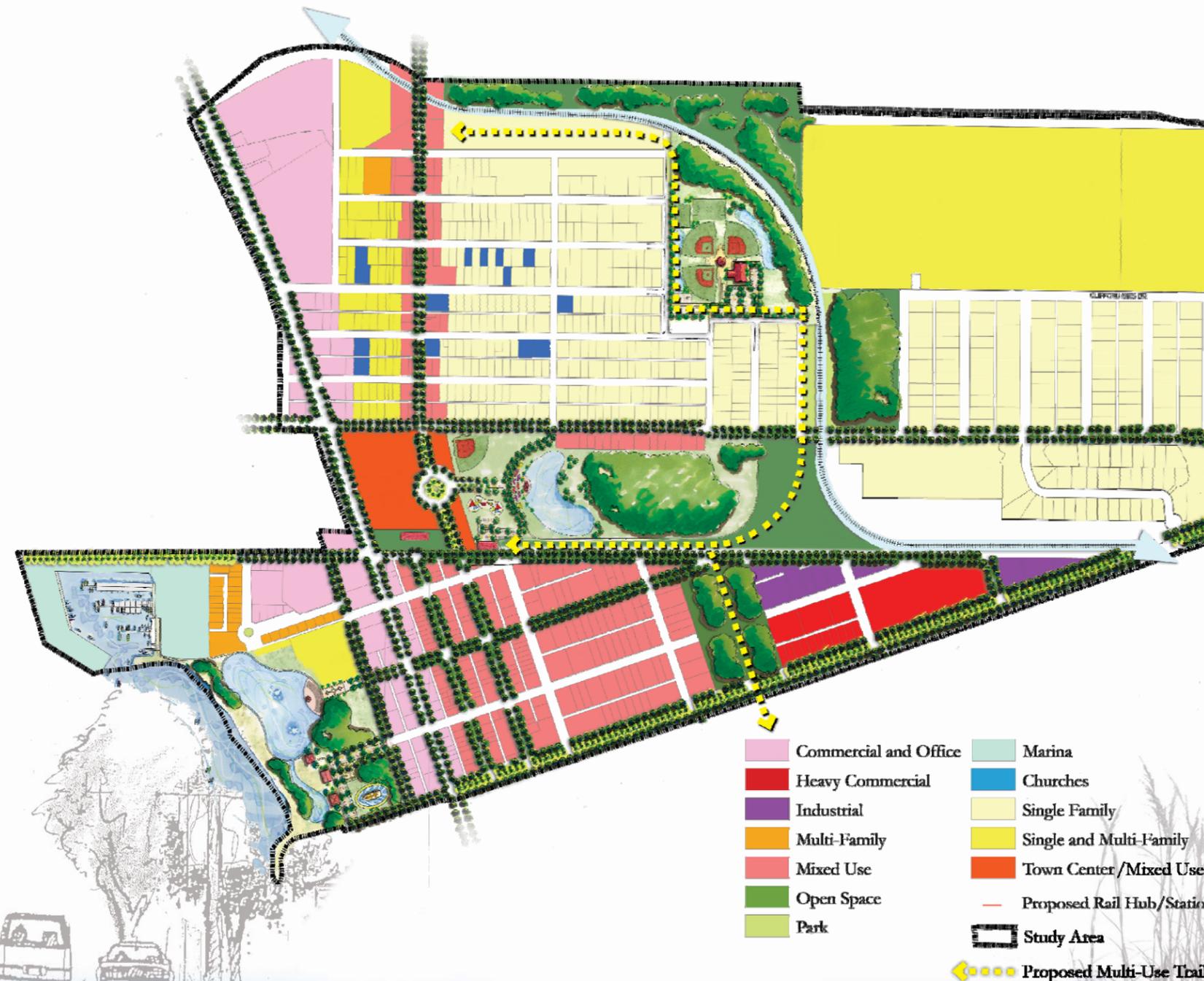
(11) Open Space

The open space land use designation includes those areas deemed worthy of preservation; such as attractive tree stands or pastures, public open space, wetlands, common open spaces in private developments, and significant right-of-way buffers along major roadways and drainage systems.



PSJRA Conceptual Master Plan

Map 12: Port St. Joe Redevelopment Agency Conceptual Master Plan



Waterfront Partnership Master Plan

B. Waterfront Partnership Master Plan

The Waterfront Partnership Master Plan identifies long-term redevelopment projects designed to revitalize the City's waterfront and complement the City's downtown redevelopment activities. The specific projects identified are proposed to address the four areas of concern the Waterfronts Florida Communities Program:

- Environmental & Cultural Resource Protection
- Support of the Viable Traditional Waterfront Economy
- Hazard Mitigation
- Public Access to Working Waterfronts and Coastal Resources

1. Baywalk

The first project proposed is a 2.5 mile combined seawall sidewalk and elevated waterside walking path called the Baywalk. The Baywalk begins at the Port St. Joe Marina and runs south to trailhead building near Country Club Road. The Baywalk will feature scenic overlooks, a 16 foot wide pathway and 3 proposed piers extending into St. Joseph's Bay.

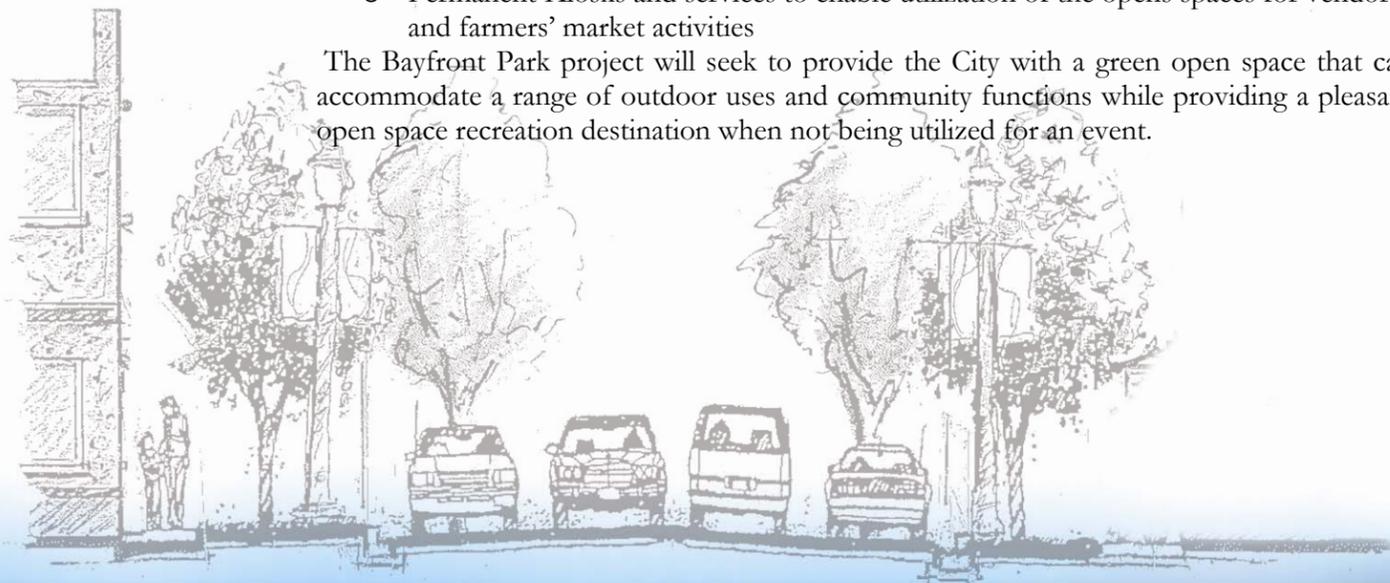
2. Bayfront Park

Bayfront Park is an approximately four-acre recreational and multi-function open space area located due west of Baltzell Avenue, due east of the historic Maddox House and north of the City's existing waterfront park.

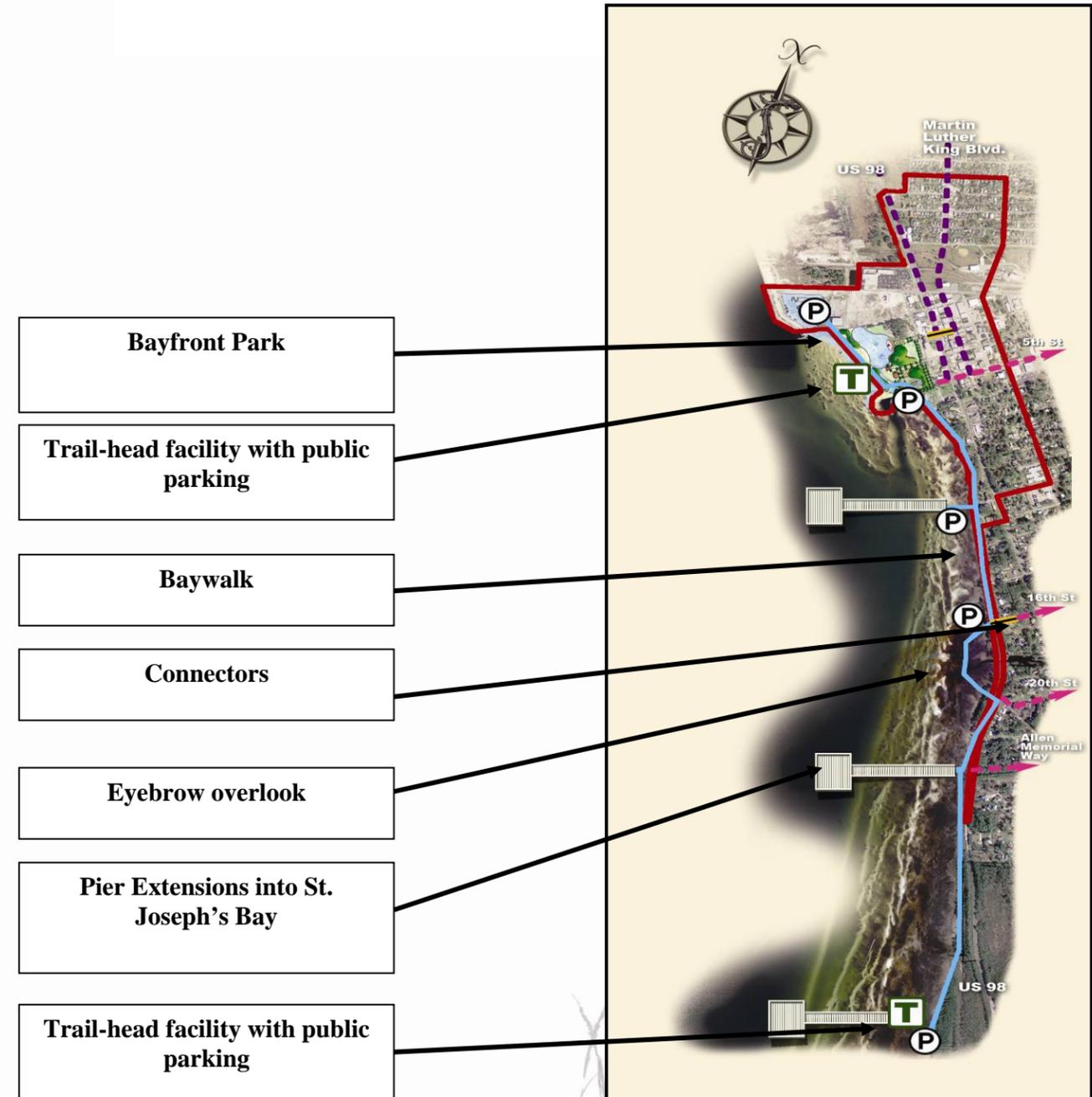
Key features of this proposed development include:

- Open space and recreational amenities for families and children
- A walking path connection to the Baywalk
- An approximate 4.6 acre reflecting pond, water feature, with walking paths
- An bay-front amphitheatre for public events, concerts and activities
- Permanent Kiosks and services to enable utilization of the opens spaces for vendors and farmers' market activities

The Bayfront Park project will seek to provide the City with a green open space that can accommodate a range of outdoor uses and community functions while providing a pleasant open space recreation destination when not being utilized for an event.



Map 13: Waterfront Partnership Master Plan



3. Trail Connectors and Improved Pedestrian Crosswalks

Two trailhead facilities and trail connectors are proposed as part of the Waterfront Partnership Master Plan. These facilities have two-fold uses. The first use is that of a recreational amenity and feature. The trailhead buildings will provide a destination point for users of the Baywalk to park their car, use the restrooms, or have a picnic. The second use of the trail-head buildings and trail connectors is to provide a physical connection and path to the waterfront from the downtown and Town Center areas. Pedestrian and trail connections are proposed at 3rd Street, 5th Street, 16th and 20th Streets and at Allen Memorial Way. Improved pedestrian crosswalks, including brick paver crosswalks, pedestrian safety zones and increased signage are proposed for the US 98 intersections at 3rd Street and 16th Street.

General locations within the Redevelopment Area and Port St. Joe of the Waterfront Partnership Master Plan proposed projects are shown in **Map 12, Port St. Joe Redevelopment Agency Conceptual Land Use Master Plan**, and **Map 13, Waterfront Partnership Master Plan**.



PSJRA Implementation Plan

VIII. REDEVELOPMENT AGENCY IMPLEMENTATION PLAN

The Implementation Plan below identifies specific activities, schedules and costs associated with tasks designed to address the specific strategies, issues and challenges identified previously in this report. The Implementation Plan addresses a ten (10) year planning horizon through 2019.

Table 5: Redevelopment Agency Implementation Plan (2008-2018)

Activity/Project	Year 1 2009-2010	Year 2 2010-2011	Year 3 2011-12	Year 4 2012-13	Year 5 2013-14	Year 6 2014-15	Year 7 2015-2016	Year 8 2016-2017	Year 9 2017-2018	Year 10 2018-2019	Total per Item
Land Use Regulations											
Identify FLUM Amendment Opportunities within CRA Area	CRA & City Staff										\$0
Update City Signage Codes	CRA & City Staff										\$0
Adopt Proposed Land Uses in Land Development Regulations	CRA & City Staff										\$0
Revise Comp Plan and Future Land Use Map to reflect Mixed-Use land use		CRA & City Staff									\$0
Support City Code Enforcement Efforts	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	\$0
											\$0
Business Development											
Identify Target Businesses, Develop marketing materials and identify potential incentives	CRA & EDC	CRA & EDC	CRA & EDC	CRA & EDC							\$0
Financial Support of Economic Development Council	\$2,500	\$2,500	\$5,000	\$5,000	\$5,000	\$5,000	\$10,000	\$10,000	\$10,000	\$10,000	\$65,000
Identify & catalogue vacant parcels for Re-Development	CRA Staff	CRA Staff	CRA Staff	CRA Staff							\$0
Evaluate vacant parcels for Public Parking opportunities	CRA Staff	CRA Staff	CRA Staff	CRA Staff							\$0
Support the development of a waterfront hotel in PSJ						\$50,000	\$75,000	\$75,000			\$200,000
Master Parking Study & Updates	\$35,000				\$10,000					\$10,000	\$55,000
Funding for purchase of vacant Parcels		\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$630,000
Funding for Public Parking Lot Construction			\$100,000	\$100,000				\$100,000	\$100,000	\$100,000	\$500,000
Funding for Stabilization Grant program	\$0	\$0	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$200,000
Funding for Façade Grant program	\$82,500	\$68,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$750,500
											\$0
Cultural and Historic Preservation											
Revitalize Washington High School as Community Center											\$0
-Establish Neighborhood Advisory Group		CRA Board									\$0
-Develop Business Plan & Evaluate Grant Opportunities		CRA & Advisory Committee	CRA & Advisory Committee								\$0
-Funding for Community Center Improvements			\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$50,000	\$50,000	\$25,000	\$250,000
Support Youth Enrichment & Multicultural programs and events			\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$40,000
Support Downtown Festivals and Events	\$8,000		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$88,000
Support the development of Art Galleries and Studios			\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$80,000
Promote the Historic Attributes of Downtown PSJ			\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$20,000
Prepare inventory of historic structures in Redevelopment Area, Register w/ State & National Trusts				CRA Staff	CRA Staff						\$0
Evaluate Grant Opportunities for Historic Building Preservation				CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	\$0
Support Renovation & Re-opening of the Port Theater				\$50,000							\$50,000
											\$0
Parks and Recreation											
Develop Bay Front Parks Master Plan	\$10,000										\$10,000
Bay Front Parks Improvements			\$50,000	\$50,000		\$50,000			\$50,000	\$50,000	\$250,000
City Commons Enhancements	\$45,000		\$15,000								\$60,000
Trails & Sidewalks Improvements						\$10,000			\$10,000	\$25,000	\$45,000
Public Event Space Improvements					\$10,000				\$10,000	\$10,000	\$30,000
Facilitate land acquisition and easements for Parks & Recreation		CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	\$0
Identify Grant Opportunities for Parks & Recreation		CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	\$0
											\$0
Affordable and Senior Housing											
Support Gulf County's Affordable Housing Development Programs	\$0	\$0	\$5,000	\$5,000	\$5,000	\$5,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000
Assist in development plan for 40ac land donation		CRA Staff	CRA Staff								\$0
Funding for Affordable Housing Projects			\$10,000	\$25,000	\$25,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$310,000
Funding for Senior Housing Projects			\$10,000		\$25,000	\$25,000	\$25,000	\$25,000	\$50,000	\$50,000	\$210,000
Identify Grant Opportunities for Affordable Housing			CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	\$0
											\$0



PSJRA Implementation Plan

Table 5: Redevelopment Agency Implementation Plan (2008-2018) Continued

Activity/Project	Year 1 2009-2010	Year 2 2010-2011	Year 3 2011-12	Year 4 2012-13	Year 5 2013-14	Year 6 2014-15	Year 7 2015-2016	Year 8 2016-2017	Year 9 2017-2018	Year 10 2018-2019	Total per Item
Streetscape Improvements											
Downtown Banner Project			\$15,000		\$15,000		\$15,000			\$15,000	\$60,000
US-98 Streetscape Improvement Project	\$300,000	\$50,000									\$350,000
US-98 Streetscape Improvement Project - Phase 2					\$100,000	\$100,000					\$200,000
MLK Blvd to Williams Ave Connector Enhancements			\$25,000	\$25,000							\$50,000
MLK Streetscape Improvements						\$50,000	\$50,000	\$50,000			\$150,000
Williams Ave Phase-2 Streetscape			\$25,000	\$25,000							\$50,000
Reid Ave Streetscape Repairs					\$35,000			\$35,000	\$35,000		\$105,000
Ongoing Maintenance of Streetscape Improvements	\$12,000	\$10,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$142,000
Identify Grant Opportunities for Streetscape Improvements	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	CRA Staff	\$0
											\$0
Transportation											
Improved Pedestrian Crosswalk Connections		\$122,000					\$50,000				\$172,000
Re-striping of US-98 for Improved Safety		CRA & FDOT									\$0
City Boat Ramp and Parking Improvements										\$50,000	\$50,000
Civic Signage & Wayfinding Improvements	\$14,000			\$15,000			\$15,000			\$15,000	\$59,000
											\$0
Stormwater & Utilities											
City-wide stormwater assesment	CRA & City Staff	CRA & City Staff									\$0
Evaluate underground utility conversions	CRA & City Staff	CRA & City Staff				CRA&City Staff	CRA&City Staff				\$0
Convert Overhead Utilites to underground		\$120,000			\$75,000				\$75,000		\$270,000
Funding for Stormwater System upgrades							\$50,000			\$50,000	\$100,000
Total Implementation Costs Estimates	\$509,000	\$442,500	\$497,500	\$537,500	\$542,500	\$582,500	\$587,500	\$617,500	\$662,500	\$682,500	\$5,661,500



IX. Local Funding Sources

A. Redevelopment Agency Tax Increment Fund (TIF)

The primary funding mechanism for PSJRA projects in Port St. Joe is the Tax Increment Fund (TIF). This fund is comprised of the tax increment revenue collected from the City of Port St. Joe and Gulf County. These funds are placed into a Special Redevelopment Trust Fund where they are utilized for projects identified within this redevelopment plan that are located within the PSJRA boundaries. It is estimated that based on current property valuations, millage rates and pending development projects the potential PSJRA TIF Revenue that could be available to the Port St. Joe Redevelopment Agency in 2019 is approximately \$4,348,204 dollars, including the North Port St. Joe expansion area.

The Redevelopment Agency currently has a Tax Increment Fund FY 2008/2009, Carryover balance of zero dollars (\$0). All of the current year's PSJRA TIF funds have been committed to upgrading the physical environment of Port St. Joe and to providing community and business development programming.

The TIF revenue estimates are based on the base year values, the current City and County millage rates and the estimated rate of property value appreciation. The base year is the year at which the redevelopment area is established and provides the benchmark property value with which to measure tax increment growth. The tax increment is the additional ad-valorem tax revenue generated from increases in property values in excess of the base year values.

These estimates should be revisited annually as new properties are developed and property value appreciation occurs.

Appendix F details the current and anticipated tax increment revenue that may be available for community redevelopment projects and programs from TIF revenue.

B. Other Funding Sources

Alternative funding sources have been identified based on their applicability to the project recommendations.

1. Florida Boating Improvement Program (FBIP)

The FBIP provides funding through competitive grants for boating access projects and other boating-related activities on coastal and/or inland waters of Florida. Eligible program participants include county governments, municipalities and other governmental entities of the State of Florida.

Eligible uses of program funds include:

- Boat ramps and other public launching facilities
- Piers, docks and other mooring facilities
- Recreational channel marking

- Aquatic plant control
- Boating education
- Economic development initiatives that promote boating
- Other local boating-related activities that enhance boating access for recreational boaters.

2. Florida Recreation Development Assistance Program (FRDAP)

FRDAP is a competitive grant program that provides financial assistance to local governments for development and acquisition of land for public outdoor recreational purposes. All county governments and municipalities in Florida and other legally constituted local governmental entities with the legal responsibility for the provision of outdoor recreational sites and facilities. The Florida Department of Environmental Protection (FDEP) accepts grant applications for the FRDAP annually.

3. Florida Communities Trust (FCT)

Florida Communities Trust (FCT) is a state land acquisition grant program that provides funding to local governments and eligible non-profit environmental organizations for acquisition of community-based parks, open space and greenways that further outdoor recreation and natural resource protection needs identified in local government comprehensive plans.

4. Waterfront Florida Partnerships (FDEP)

The Waterfront Florida Partnership, launched by the Florida Coastal Management Program in 1997, has been helping to chart a new course for its participating communities. The program was created to provide support, training, innovative technical assistance and limited financial assistance to communities striving to revitalize and renew interest in their waterfront district, areas which have a tradition of water dependent vitality. The Department of Community Affairs is the lead agency for the Waterfronts Florida Partnership.

5. Economic Development Transportation Fund (EDTF)

The Economic Development Transportation Fund, commonly referred to as the "Road Fund," is an incentive tool designed to alleviate transportation problems that adversely impact a specific company's location or expansion decision. The elimination of the problem must serve as an inducement for a specific company's location, retention, or expansion project in Florida and create or retain job opportunities for Floridians.

Eligible projects are those that facilitate economic development by eradication location-specific transportation problems (e.g., access roads, signalization, road widening, etc.) on behalf of a specific eligible company (e.g., a manufacturing, corporate/regional headquarters, or recycling facility). Up to \$3,000,000 may be provided to a local government to implement the improvements. The actual amount funded is based on specific job creation and/or retention criteria.

6. Community Development Block Grants (CDBG)-Small Cities Program

The purpose of this federal grant program is to provide annual grants on a formula basis to entitled cities and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low and moderate-income persons. The program is authorized under Title 1 of the Housing and Community Development Act of 1974, Public Law 93-383, as amended: 42 U.S.C.-5301 et seq. A grantee must develop and follow a detailed plan which provides for, and encourages, citizen participation and which emphasizes participation by persons of low or moderate-income, particularly residents of predominately low and moderate-income neighborhoods, slum or blighted areas, and areas in which the grantee proposes to use CDBG funds.

The program, administered and funded by the United States Department of Housing and Urban Development, consists of two components:

- Entitlement - provides funds directly to urban areas
- Small Cities - provides funds to the states for distribution to rural areas

The Department of Community Affairs administers Florida's Small Cities Community Development Block Grant Program. This is a competitive grant program that awards funds to rural areas. Each year since 1983, Florida has received between 18 and 35 million dollars. One of the factors in the competitive process is the Community Wide Needs Score. This is a numerical representation of the needs of a community based on the following census data:

- Low and Moderate Income Population
- Number of Persons Below the Poverty Level
- Number of Housing Units with More than One Person Per Room

The program is an excellent opportunity for communities to obtain funds for projects that the community cannot otherwise afford. Further, it provides a means to implement projects that local governments may not have staff to complete. Popular examples of community projects include:

- Rehabilitation and Preservation of Housing
- Water and Sewer Improvements
- Street Improvements
- Economic Development Activities
- Creating Jobs for Low and Moderate Income People
- Downtown Revitalization
- Parks and Recreation Projects

- Drainage Improvements

Project Requirements

To be eligible for funding, an activity must meet at least of the following national objectives:

- Low-Moderate National Objective - at least 51 percent of the beneficiaries must be low and moderate income persons (total family income is at or below 80 percent of the area's median income)
- Slum and Blight National Objective - the area must be a slum or blighted area as defined by state or local law
- Urgent Needs National Objective - the activity must alleviate existing conditions which pose a serious and immediate threat to those living in the area and are 18 months or less in origin. The local government must demonstrate that it is unable to finance the activity on its own and that other funding is not available.

Funding Categories

The program gives the community the ability to determine which projects - with a focus on the following five categories - are most needed within the overall eligibility and scoring priorities. The Florida Legislature requires that each of the first four categories be allocated funding based on a percentage of the total amount received from the United States Department of Housing and Urban Development (subject to change):

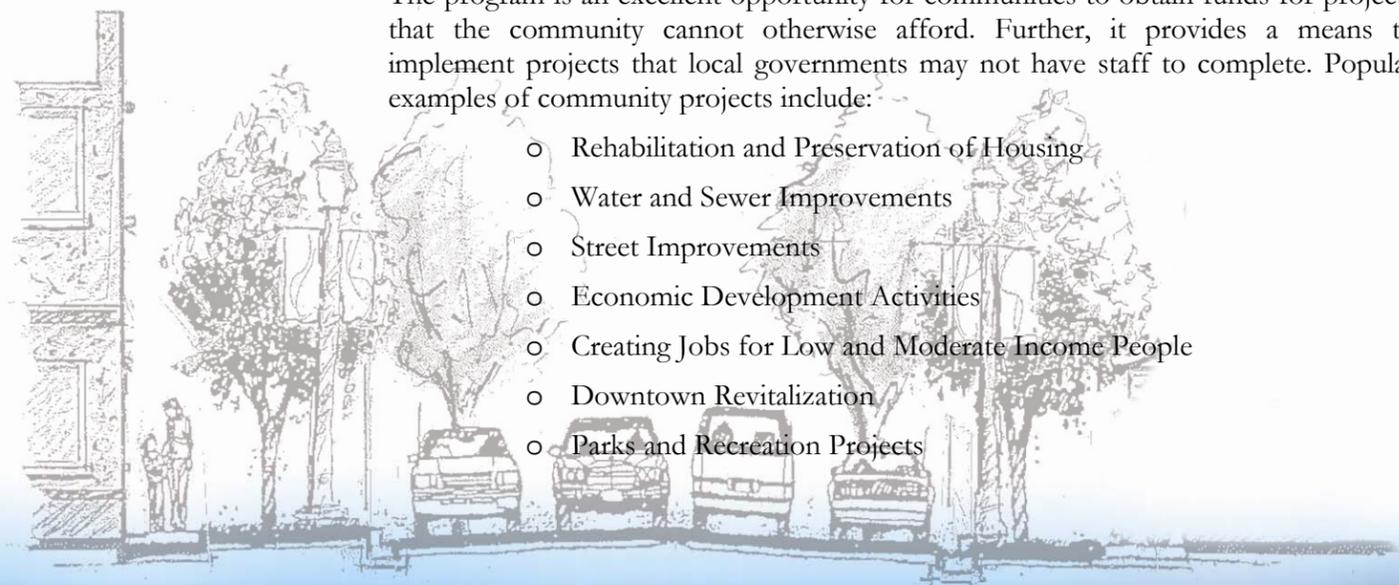
- Housing (receives 20 percent)
- Neighborhood Revitalization (receives 40 percent)
- Commercial Revitalization (receives 10 percent)
- Economic Development (receives 30 percent)
- Section 108 Loan Guarantee Program (approximately \$160,000,000 in loan guarantees can be issued)

Eligible Applicants

The following communities are eligible to apply for funds:

- Non-entitlement cities with fewer than 50,000 residents
- Counties with fewer than 200,000 residents
- Cities that opt out of the urban entitlement program

The City of **Port St. Joe** is an eligible community to participate in the Small Cities Community Development Block Grant program.



Funding Requirements

Upon receiving a grant, communities must comply with specific requirements. Examples include:

- Record Keeping
- Procurement
- Public Participation
- Minority Business Participation
- Protection of the Environment
- Acquisition
- Relocation
- Civil Rights and Non-Discrimination
- Wages
- Construction Standards

Additional Information

Staff Contact:: Patrick Howard, Program Specialist,
patrick.howard@dca.state.fl.us , (850) 922-1880

7. American Recovery and Reinvestment Act (ARRA) of 2009

The 2009 American Recovery and Reinvestment Act is a Federal program administered by the Economic Development Administration (EDA) of the Department of Commerce, and other agencies such the US Department of Agriculture (USDA), to provide grant funds to stimulate economic development and public infrastructure investment.

EDA Grants

Under this federal funding opportunity (FFO) announcement, EDA is soliciting applications for the EDA American Recovery Program under the auspices of PWEDA. Specifically, the FFO pertains to applications for funding under EDA's Public Works and Economic Adjustment Assistance programs only. Under this FFO, EDA will give priority consideration to those applications that will significantly benefit regions "that have experienced sudden and severe economic dislocation and job loss due to corporate restructuring," as stipulated under the Recovery Act. EDA provides financial assistance to distressed communities in both urban and rural regions. Such distress may exist in a variety of forms, including high levels of unemployment, low income levels, large concentrations of low-income families, significant declines in per capita income, large numbers (or high rates) of business failures, sudden major layoffs

or plant closures, trade impacts, military base closures, natural or other major disasters, depletion of natural resources, reduced tax bases, or substantial loss of population because of the lack of employment opportunities. EDA's experience has shown that regional economic development to help alleviate these conditions is effected primarily through investments and decisions made by the private sector. Under the EDA American Recovery Program, EDA will help restore, replace and expand economic activity in regions that have experienced sudden and severe economic dislocation and job loss due to corporate restructuring, and prioritize projects that will diversify the economic base and lead to a stronger, more globally competitive and resilient regional economy. EDA's economic development activities help create jobs by encouraging business inception and growth.

The application time is limited with current final grant application deadlines expiring in 2011.

Additional Information

Staff Contact:: Jamie Lipsey, jlipsey@eda.doc.gov, (202)-482-3467

USDA Grants

The USDA administers Rural Business Enterprise Grant (RBEG). Applicants eligible for RBEG funds are public bodies and private nonprofit corporations, such as States, counties, cities, townships, and incorporated towns and villages, boroughs, authorities, districts and Indian tribes on Federal and State reservations which will serve rural areas. "Rural area" for this program is defined as a city, town, or unincorporated area that has a population of 50,000 inhabitants or less, other than an urbanized area immediately adjacent to a city, town, or unincorporated area that has a population in excess of 50,000 inhabitants. Applications will only be accepted from eligible entities.

Notice: "In addition to meeting the requirements of the RBEG program, applicants must also comply with applicable provisions of the ARRA and any related regulations and guidance. For non-construction projects, this will include ARRA reporting requirements. For construction projects, this will include the ARRA reporting requirements as well as the Davis-Bacon and "Buy America" requirements". Type of Award: Grant Matching Funds: Not required Fiscal Year Funds: FY 2009 and 2010 Total Funding: \$20,000,000. Approximate Number of Awards: Estimate 200 Average Award: \$99,000 Anticipated Award Date: Ongoing as projects are funded.

Additional Information

USDA State Office 1-800-670-6553 http://www.rurdev.usda.gov/recd_map.html

8. Historic Preservation Grants

The purpose of Historic Preservation Grants is to assist in the identification, excavation, protection and rehabilitation of historic and archeological sites in Florida; to provide public information about these important resources; and to encourage historic preservation in smaller cities through the Florida Main Street Program.

Types of historic preservation projects that can be funded include Acquisition and Development projects (including excavation of archeological sites and building rehabilitation, stabilization or planning for such activities); Survey and Planning activities (including surveying for historic properties, preparing National Register nominations, and preparing ordinances or preservation plans); and Community Education projects (such as walking tour brochures, educational programs for school children, videos and illustrating historic preservation principles, and Florida Historical Markers).

9. Florida Department of Transportation (FDOT) Grants

The Florida Department of Transportation (FDOT) has several grant programs available for Cities and Counties. Available grants may be used for roadway enhancements (streetscaping/hardscaping, crosswalks, etc.) roadway landscape improvements (SB 1446) and safety improvement grants. These grants are available annually and program funding is limited to available department funding and a competitive award process. The grants are administered by the local FDOT Regional office in Chipley, Florida.

Additional Information

Enhancement Grants (Hardscape)

Contact: Glenda Duncan, Enhancement Coordinator, FDOT District 3
(850)-415-9532

Grant Application may be found online at

<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/525030300.pdf>.

SB 1446 Grants (Landscaping)

Contact: Bill Howell, PBS&J (850) 638-2288

Federal Discretionary Fund Grants

Contact: Tina Hagens, Federal Aid Coordinator FDOT District 3
(850) 638-0250

Community Safety Grants

Contact: Jonathon Harris, Safety Manager, FDOT District 3, (850) 415-9516

C. Private Funding Sources

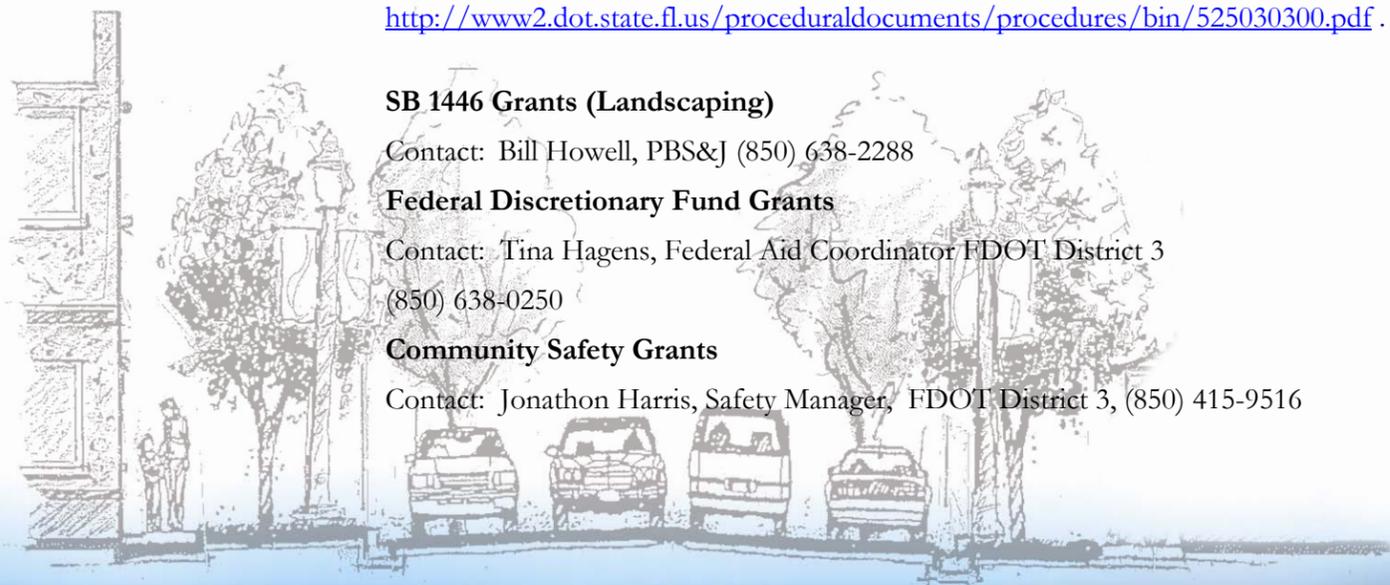
The following organizations provide philanthropic grants to individuals, communities, civic organizations or non-profit organizations that share their philanthropic goals. These organizations were selected for inclusion in this report based on their service areas and the applicability of their philanthropic objectives to the long-term objectives of the Port St. Joe Redevelopment Agency.

Wachovia Foundation – Emphasis of Program: Education & Community Development

Gulf Power Foundation - Focus of Foundation: Community Development

St. Joe Community Foundation, Formerly Northwest Florida Improvement Foundation – Emphasis of Program: Community Development

- X. *Jesse Ball DuPont Group*: Port St Joe is one of the two Florida cities named in DuPont's will and received a share of its \$12-\$18 million dollar annual enrollment. The organization has funded Florida State's University Department of Urban and Regional Planning to conduct year long study by involving the stake holders to come up with a unified vision for the North Port St. Joe area. The foundation also provides funding for several of the churches.



Appendix A

A. : Establishing Documents (Ordinance)

ORDINANCE NO. 198

AN ORDINANCE ESTABLISHING "THE PORT ST. JOE DOWNTOWN REDEVELOPMENT AGENCY;" APPOINTING A BOARD OF COMMISSIONERS TO THE PORT ST. JOE DOWNTOWN REDEVELOPMENT AGENCY; DESIGNATING A CHAIRMAN AND A VICE CHAIRMAN; ESTABLISHING TERMS OF OFFICE, AND PROVIDING AN EFFECTIVE DATE.

Section 1 - Purpose

This Ordinance establishes the Port St. Joe Downtown Redevelopment Agency in accordance with Chapter 163.356(2) of the Florida Statutes.

Section 2 - Appointment of Commissioners

The following persons shall serve as Commissioners to the Port St. Joe Downtown Redevelopment Agency:

Wayne Taylor
Timothy Nelson
Lynda Bordelon
Lenohr Clardy
Wesley Ramsey
Steve Richardson
Ella Sutton

Section 3 - Designation of Chairman and Vice Chairman

Wayne Taylor - Chairman
Timothy Nelson - Vice Chairman

Section 4 - Terms of Office Established

1 Year:
Steve Richardson

2 Years:
Lynda Bordelon

3 Years:
Wesley Ramsey

4 Years:
Wayne Taylor
Timothy Nelson
Ella Sutton
Lenohr Clardy

1

Section 5 - Effective Date

This Ordinance shall become effective upon adoption.

INTRODUCED as an emergency ordinance in the Regular Meeting of the Board of City Commission on the Sixth Day of November, 1990 and adopted as an Emergency Ordinance in the Regular Meeting of the Board of City Commission on the Sixth Day of November, 1990.

ATTEST

S/Frank Pate, Jr.
Frank Pate, Jr.
Mayor - Commissioner

S/L.A. Farris
L.A. Farris
City Auditor-Clerk

2

XII. Appendix C: Tax Exemption for Economic Development Ordinance

Note: The following is an excerpt from City of Port Joe City Code, Chapter 62 Taxation, Article VI Ad-Valorem Tax, Division 2 Exemption for Economic Development

DIVISION 2. EXEMPTION FOR ECONOMIC DEVELOPMENT

Sec. 62-131. Purpose and intent.

The public health, safety, comfort, economy, order, convenience and general welfare require the harmonious, orderly and progressive development of new business and expansion of existing business within Florida and its incorporated municipalities and counties. In furtherance of this general purpose counties, by F.S. chs. 125, 163, 192, 196, and 220, and Florida Department of Revenue Rules, chapter 12D-7, Florida Administrative Code, are authorized and empowered to adopt, amend or revise and enforce measures relating to economic development ad valorem tax exemptions for new business and expansion of existing business. It is the intent of this article to secure or to ensure:

(1) The establishment of a criteria for granting such exemptions to certain types of businesses or industries or for denying exemptions on a rational, non-arbitrary, nondiscriminatory basis by the board of city commissioners. The following criteria may be used as a guideline in evaluating each respective request for exemption. The extent of the exemption should be weighted according to the greatest accumulation of points.

TABLE INSET:

<i>Capital Investment</i>	<i>Points</i>
Under one million	1
One--five million	3
Over five million	5
<i>Number of Employees</i>	
25--50	1
50--100	3
Over 100	5
<i>Wage Rate</i>	
Below area average	0
Average	1
Above average	3

- (2) No precedent shall be implied or inferred by the granting of an exemption to a new or expanding business. Applications for exemptions shall be considered by the board of city commissioners on a case-by-case basis for each application, after consideration of the property appraiser's report on that application.
- (3) Any exemption granted may apply up to 100 percent of the assessed value of all improvements to real property made by or for the use of a new business and all tangible personal property of such new business, up to 100 percent of the assessed value of all added improvements to real property which additions are made to facilitate the expansion of an existing business and of the net increase in all tangible personal property acquired to facilitate such expansion of an existing business.
- (4) Any exemption may be for a full ten-year period or any period less than ten years from the time the exemption is granted.
- (5) No exemption shall be granted on the land on which new or expanded businesses are to be located.
- (6) No exemption shall be granted on school or water management district taxes, or on taxes levied for payment of bonds or taxes authorized a vote of the electors of the city.
(Ord. No. 285, § 2, 3-5-02)

Sec. 62-132. Definitions.

The following words, phrases and terms shall have the same meanings attributed to them in current Florida Statutes and the Florida Administrative Code, except where the context clearly indicates otherwise:

Applicant means any person or corporation submitting an economic development ad valorem tax exemption application to the board.

Board means the Board of City Commissioners, City of Port St. Joe.

Business means any activity engaged in by any person, corporation or company with the object of private or public gain, benefit or advantage, either direct or indirect.

Corporation newly domiciled in Florida means a corporation created under Florida laws, which, by law, considers Florida as the center of its corporate affairs and the place where its functions are discharged, and which has been incorporated in Florida for a period of not more than 12 months preceding the initial date of application for exemption. The domicile of a corporation is in the state under whose laws it is created, regardless of where it may do business.

Department means the Florida Department of Revenue.

Expansion of existing business means:

- (1) a. A business establishing ten or more jobs to employ ten or more full-time employees in this state, which manufactures, processes, compounds, fabricates, or produces for sale items of tangible personal property at a fixed location and which comprises an industrial or manufacturing plant; or
- b. A business establishing 25 or more jobs to employ 25 or more full-time employees in this state, the sales factor of which, as defined by F.S. § 220.15(5), for the facility with respect to which it requests an economic development ad valorem tax exemption is less than 0.50 for each year the exemption is claimed; Provided that such business increases operations on a site co-located with a commercial or industrial operation owned by the same business, resulting in a net increase in employment of not less than ten percent or an increase in productive output of not less than ten percent.

(2) Any business located in an enterprise zone that increases operations on a site co-located with a commercial or industrial operation owned by the same business.

Improvements means physical changes made to raw land, and structures placed on or under the land surface.

New business means:

- (1) a. A business establishing ten or more jobs to employ ten or more full-time employees in this state, which manufactures, processes, compounds, fabricates, or produces for sale items of tangible personal property at a fixed location and which comprises an industrial or manufacturing plant;

b. A business establishing 25 or more jobs to employ 25 or more full-time employees in this state, the sales factor of which, as defined by F.S. § 220.15(5), for the facility with respect to which it requests an economic development ad valorem tax exemption is less than 0.50 for each year the exemption is claimed; or

c. An office space in this state owned and used by a corporation newly domiciled in this state; provided such office space houses 50 or more full-time employees of such corporation; Provided that such business or office first begins operation on a site clearly separate from any other commercial or industrial operation owned by the same business.

(2) Any business located in an enterprise zone that first begins operation on a site clearly separate from any other commercial or industrial operation owned by the same business.

(3) A business that is situated on property annexed into a municipality and that, at the time of the annexation, is receiving an economic development ad valorem tax exemption from the county under F.S. § 196.1995.

Sales factor means a fraction, the numerator of which is the total sales of the taxpayer in this state during the taxable year or period and the denominator of which is the total sales of the taxpayer everywhere during the taxable year or period. (See F.S. § 220.15(5) for specifics of computation.)

(Ord. No. 285, § 3, 3-5-02)

Cross references: Definitions generally, § 1-2.

Sec. 62-133. To whom application made; proof of eligibility.

(a) The economic development ad valorem tax exemption is a local option tax incentive for new or expanding business which may be granted or refused at the sole discretion of the board. To apply for such an exemption a business locating or expanding in the city must file an application with the city clerk. (Dept. Revenue Form 418). The application shall request the adoption of an ordinance granting the applicant an exemption and shall include the following information:

(1) The name and location of the new business or expansion of an existing business.

(2) A description of the improvements to real property for which an exemption is requested and the date of commencement of construction of the improvements.

(3) A description of the tangible personal property for which an exemption is requested and the dates when such property was or is to be purchased.

(4) Satisfactory proof that the business meets the criteria for exemption as a new business or expansion of an existing business as defined by this article and Florida Statutes must accompany the application.

(5) The number of new jobs created and the pay rate for each job category in the application shall be filed every year in which an exemption is requested.

(Ord. No. 285, § 4, 3-5-02)

Sec. 62-134. Application review procedure.

(a) Before the board acts on an application, the application must be submitted to the property appraiser for review. After careful consideration, the property appraiser shall report to the board concerning the fiscal impact of granting exemptions. The property appraiser's report shall include the following:

(1) The total revenue available to the city for the current fiscal year from ad valorem tax sources.

(2) The amount of revenue lost to the city for the current fiscal year because of economic development ad valorem tax exemptions previously granted.

(3) An estimate of the amount of revenue which would be lost for the current fiscal year if the exemption is granted to the new or expanding business.

(4) A determination that the business meets the definition of a new or expanding business as defined in this article and F.S. § 196.012(15) and (16). Upon request, the department will provide the property appraiser such information as it may have available to assist in making this determination.

(b) After consideration of the report of the property appraiser, the board of city commissioners may choose to adopt an ordinance granting the tax exemption to a new or expanding business. The ordinance shall be adopted in the same manner as any other ordinance of the city. The ordinance shall include the following information:

(1) The name and address of the new or expanding business.

(2) The amount of revenue available from ad valorem tax sources for the current fiscal year, revenue lost for the current fiscal year because of economic development ad valorem tax exemptions currently in effect, and the amount of estimated revenue which would be lost because of the exemption granted to the new or expanding business.

(3) The period of time for which the exemption will remain in effect and the expiration date of the exemption.

(4) A finding that the business meets the definition of a new business or an expansion of an existing business in accordance with F.S. § 196.012 (15), (16).

(5) The rating of the new or expanding business in accordance with the point system described in section 62-131.

(Ord. No. 285, § 5, 3-5-02)

Sec. 62-135. Fees.

No fees shall be charged for processing the economic development ad valorem tax exemption application or any exemption ordinance adopted by the board.

(Ord. No. 285, § 6, 3-5-02)

Sec. 62-136. Eligible business or industry.

(a) Any business or industry as defined in section 62-132, definitions of "business," "expansion of existing business" or "new business," which is not an ineligible business or industry as defined by section 62-137.

(b) When considering the issue of whether or not a business or industry is an eligible business as defined herein, the board may consider the anticipated number of employees, average wage, type of industry or business, geographical location of the proposed new or expanding business, environmental impacts, volume of business or production prior to accepting the economic development ad valorem tax exemption application.

(Ord. No. 285, § 7, 3-5-02)

Sec. 62-137. Ineligible business or industry.

An ineligible business or industry is any business or industry, including, but not limited to, a business:

(1) In violation of any federal, state or local law or regulation governing environmental matters such as air, water and noise pollution; or

(2) Deemed to be noxious or offensive to the general public and which may be or become a nuisance or jeopardize the health and safety of citizens of the county.

(Ord. No. 285, § 8, 3-5-02)

XIV. Appendix F Tax Increment Fund Revenue Estimates

Port St. Joe Redevelopment Agency TIF Projections (Initial Redevelopment Area)

Year	Base Year Value (1992) \$12,169,465	Incremental Value	City Tax	County Tax	Total TIF	@95%
	Taxable Value					
2008 ¹	\$66,657,126	\$54,487,661	\$195,687	\$266,766	\$462,453	\$439,330
2009 ²	\$52,829,852	\$40,660,387	\$166,358	\$234,863	\$401,220	\$381,159
2010	\$54,150,598	\$41,981,133	\$171,762	\$242,491	\$414,253	\$393,540
2011	\$55,504,363	\$43,334,898	\$177,300	\$250,311	\$427,611	\$406,231
2012	\$56,891,972	\$44,722,507	\$182,978	\$258,326	\$441,304	\$419,239
2013	\$58,314,272	\$46,144,807	\$188,797	\$266,542	\$455,338	\$432,572
2014	\$59,772,128	\$47,602,663	\$194,762	\$274,963	\$469,724	\$446,238
2015	\$61,266,432	\$49,096,967	\$200,875	\$283,594	\$484,469	\$460,246
2016	\$62,798,092	\$50,628,627	\$207,142	\$292,441	\$499,583	\$474,604
2017	\$64,368,045	\$52,198,580	\$213,565	\$301,509	\$515,075	\$489,321
2018	\$65,977,246	\$53,807,781	\$220,149	\$310,805	\$530,954	\$504,406
2019	\$67,626,677	\$55,457,212	\$226,898	\$320,332	\$547,230	\$519,868

TIF Projection Assumptions

2008 Millage

Gulf County Millage 0.0048949

Port St. Joe Millage 0.0035914

2009 & Future TIF Millage

Gulf County Millage 0.0057762

Port St. Joe Millage 0.0040914

Rate of Growth 0.025 (2.5%)

Base Year Value \$12,169,465

Cumulative Revenue 2008-2019³

\$5,366,754

³ Does not include any carryover/loss from previous years

¹ Source: Based on actual 2008 taxable values and 2008 millage rates shown above, provided by the City of Port St. Joe.

² Source: Based on actual 2009 taxable values and 2009 millage rates shown above, provided by the City of Port St. Joe.

Note: These projections do not reflect recent economic realities or certain laws (Amendment 1) that have been passed by the State Legislature.

Appendix-TIF Revenue

Port St. Joe Redevelopment Agency TIF Projections (Expansion Area)

Year	Base Year Value (2008) \$33,213,961	Incremental Value	City Tax	County Tax	Total TIF	@95%
	Taxable Value					
2008 ¹	\$33,213,961	\$0	\$0	\$0	\$0	\$0
2009 ²	\$34,044,310	\$830,349	\$3,397	\$4,796	\$8,194	\$7,784
2010	\$34,895,418	\$1,681,457	\$6,880	\$9,712	\$16,592	\$15,762
2011	\$35,767,803	\$2,553,842	\$10,449	\$14,752	\$25,200	\$23,940
2012	\$36,661,998	\$3,448,037	\$14,107	\$19,917	\$34,024	\$32,323
2013	\$37,578,548	\$4,364,587	\$17,857	\$25,211	\$43,068	\$40,915
2014	\$38,518,012	\$5,304,051	\$21,701	\$30,637	\$52,338	\$49,721
2015	\$39,480,962	\$6,267,001	\$25,641	\$36,199	\$61,840	\$58,748
2016	\$40,467,986	\$7,254,025	\$29,679	\$41,901	\$71,580	\$68,001
2017	\$41,479,686	\$8,265,725	\$33,818	\$47,744	\$81,563	\$77,485
2018	\$42,516,678	\$9,302,717	\$38,061	\$53,734	\$91,795	\$87,206
2019	\$43,579,595	\$10,365,634	\$42,410	\$59,874	\$102,284	\$97,170

TIF Projection Assumptions

2008 Millage

Gulf County Millage 0.0048949

Port St. Joe Millage 0.0035914

2009 & Future TIF Millage

Gulf County Millage 0.0057762

Port St. Joe Millage 0.0040914

Rate of Growth 0.025 (2.5%)

Base Year Value \$33,213,961

Cumulative Revenue 2008-2019³

\$559,054

³ Does not include any carryover/loss from previous years

¹ Source: Based on actual 2008 taxable values and 2008 millage rates shown above, provided by the City of Port St. Joe.

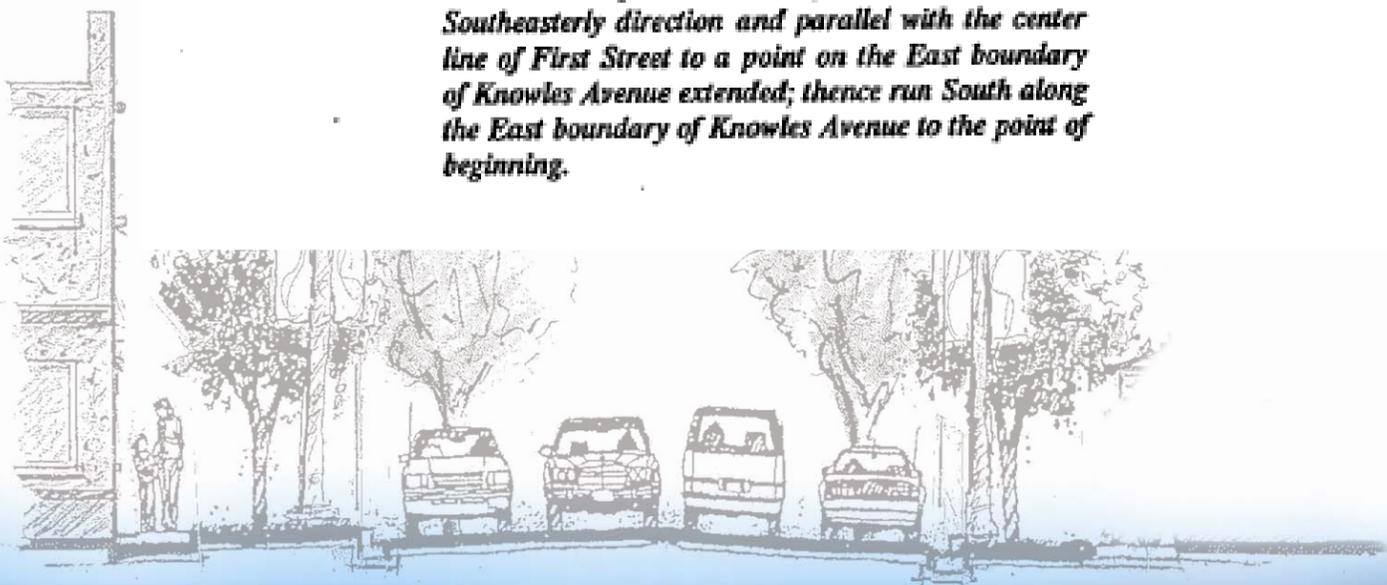
² Source: Based on actual 2009 taxable values and 2009 millage rates shown above, provided by the City of Port St. Joe.

Note: These projections do not reflect recent economic realities or certain laws (Amendment 1) that have been passed by the State Legislature.

EXHIBIT "A"

The boundaries of the redevelopment area are shown on the attached map. The boundaries can be understood by referring to that map, and by following this imaginary tour around the edges of the redevelopment area.

Commence at the Point of Intersection of the East Boundary of Knowles Avenue and the center line of Fifth Street for a point of beginning; thence run in a Westerly direction along the center line of Fifth Street to the mean high water line of St. Joseph's Bay; thence run in a Northerly direction meandering St. Joseph's Bay to a point of intersection with the center line of First Street extended; thence run in an Easterly direction along the center line of First Street extended to a point which would intersect the West boundary of Baltzell Avenue; thence turn North and run along the West boundary of Baltzell Avenue extended to a point which is 200 feet North of the center line of First Street; thence run in a Southeasterly direction and parallel with the center line of First Street to a point on the East boundary of Knowles Avenue extended; thence run South along the East boundary of Knowles Avenue to the point of beginning.



Appendix-Expansion Area Boundary

DESCRIPTION:

A PARCEL OF LAND LYING IS SECTIONS 1 & 2, TOWNSHIP 8 SOUTH, RANGE 11 WEST, AND IN SECTIONS 35 & 36, TOWNSHIP 7 SOUTH, RANGE 11 WEST, GULF COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHEAST CORNER OF SECTION 1, TOWNSHIP 8 SOUTH, RANGE 11 WEST, GULF COUNTY, FLORIDA, AND PROCEED NORTHERLY, ON THE EAST LINE OF SECTION 36, TOWNSHIP 7 SOUTH, RANGE 11 WEST, GULF COUNTY, FLORIDA (ALSO BEING THE EAST LINE OF THE CITY LIMITS OF PORT ST. JOE, FLORIDA), TO THE INTERSECTION OF SAID LINE WITH THE CENTERLINE OF THE APALACHICOLA NORTHERN RAILROAD COMPANY RAILROAD; THENCE LEAVING SAID EAST LINE, PROCEED WESTERLY, ON THE CENTERLINE OF SAID RAILROAD, TO A POINT ON THE EAST BOUNDARY LINE OF PROPERTY DESCRIBED IN OFFICIAL RECORDS BOOK 266, PAGE 671 OF THE PUBLIC RECORDS OF GULF COUNTY, FLORIDA; THENCE NORTH TO THE NORTHEAST CORNER OF SAID PROPERTY; THENCE WESTERLY ALONG THE NORTH BOUNDARY LINE OF SAID PROPERTY FOR 2410.7 FEET MORE OR LESS; THENCE NORTHWESTERLY, FOR A DISTANCE OF 109.8 FEET MORE OR LESS TO A POINT ON A CURVED PROPERTY LINE CONCAVE TO THE SOUTH THENCE NORTHWESTERLY ALONG SAID CURVED PROPERTY LINE FOR 978.7 FEET, MORE OR LESS TO A POINT LYING ON THE SOUTH RIGHT OF WAY LINE OF KENNY MILL ROAD; THENCE SOUTHWESTERLY ALONG SAID SOUTH RIGHT OF WAY LINE AND AN EXTENSION THEREOF TO THE INTERSECTION WITH THE WEST RIGHT OF WAY LINE OF U.S. HIGHWAY 98 (RIGHT OF WAY VARIES); THENCE PROCEED SOUTHEASTERLY, ON SAID WEST RIGHT OF WAY LINE TO A POINT ON THE WEST BOUNDARY LINE OF THE OFFICIAL MAP OF PORT ST. JOE FLORIDA A SUBDIVISION AS PER PLAT RECORDED IN PLAT BOOK 1, PAGES 17 AND 18 OF THE PUBLIC RECORDS OF GULF COUNTY, FLORIDA; THENCE SOUTHERLY ALONG SAID WEST BOUNDARY LINE TO THE SOUTHWEST CORNER OF SAID SUBDIVISION; THENCE EASTERLY ALONG THE SOUTH BOUNDARY LINE OF SAID SUBDIVISION TO THE INTERSECTION WITH THE AFORESAID WEST RIGHT OF WAY LINE; THENCE PROCEED SOUTHEASTERLY, ON SAID WEST RIGHT OF WAY LINE TO A POINT LYING 200 FEET NORTH OF THE CENTERLINE OF FIRST STREET; THENCE LEAVING SAID WEST RIGHT OF WAY LINE, PROCEED EASTERLY, PARALLEL TO, AND 200 FEET NORTH OF, THE CENTERLINE OF FIRST STREET, TO THE INTERSECTION WITH A POINT ON THE NORTHWESTERLY EXTENSION OF THE EAST RIGHT OF WAY LINE OF KNOWLES AVENUE; THENCE LEAVING SAID PARALLEL LINE, PROCEED SOUTHEASTERLY, ON SAID EAST RIGHT OF WAY LINE, TO THE INTERSECTION WITH THE CENTERLINE OF STATE ROAD 71 (FIFTH STREET); THENCE LEAVING SAID EAST RIGHT OF WAY LINE, PROCEED NORTHEASTERLY, ON SAID CENTERLINE, TO THE INTERSECTION WITH THE EAST LINE OF SECTION 1, TOWNSHIP 8 SOUTH, RANGE 11 WEST, GULF COUNTY, FLORIDA (ALSO BEING A POINT ON THE AFORESAID EAST LINE OF THE CITY LIMITS OF PORT ST. JOE, FLORIDA); THENCE LEAVING SAID CENTERLINE, PROCEED NORTHERLY ON SAID EAST LINE, TO THE AFORESAID NORTHEAST CORNER OF SECTION 1, AND THE POINT OF BEGINNING.

SURVEYOR'S NOTES:

1. THIS SKETCH, MAP, AND REPORT IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
2. SOURCE OF INFORMATION: NEW PARCEL PER CLIENT'S INSTRUCTIONS.
3. NO TITLE SEARCH, TITLE OPINION OR ABSTRACT WAS PERFORMED BY, NOR PROVIDED TO PREBLE-RISH, INC., FOR THE SUBJECT PROPERTY. THERE MAY BE DEEDS OF RECORD, UNRECORDED DEEDS, EASEMENTS, ENCROACHMENTS, RIGHT-OF-WAYS, BUILDING SETBACKS, RESTRICTIVE COVENANTS OR OTHER INSTRUMENTS WHICH COULD AFFECT THE BOUNDARIES OR USE OF THE SUBJECT PROPERTY.
4. THERE MAY BE ADDITIONAL RESTRICTIONS NOT SHOWN ON THIS SKETCH THAT MAY BE FOUND IN THE PUBLIC RECORDS OF GULF COUNTY, FLORIDA.

UNLESS IT BEARS THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER, THIS DRAWING, SKETCH, PLAT OR MAP IS FOR INFORMATIONAL PURPOSES ONLY AND IS NOT VALID.

I HEREBY CERTIFY THAT THIS DESCRIPTION, AND THE SKETCH THEREOF, IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

****SEE SHEET 2 FOR SKETCH****

FREDERICK C. RANKIN, P.S.M.
PROFESSIONAL SURVEYOR & MAPPER
FLORIDA LICENSE NO. LS 6585
DATE SIGNED
L.B. 0007137
EIM 0001105

PREBLE-RISH, INC.
CONSULTING ENGINEERS AND SURVEYORS
CIVIL • SURVEYING • SITE PLANNING

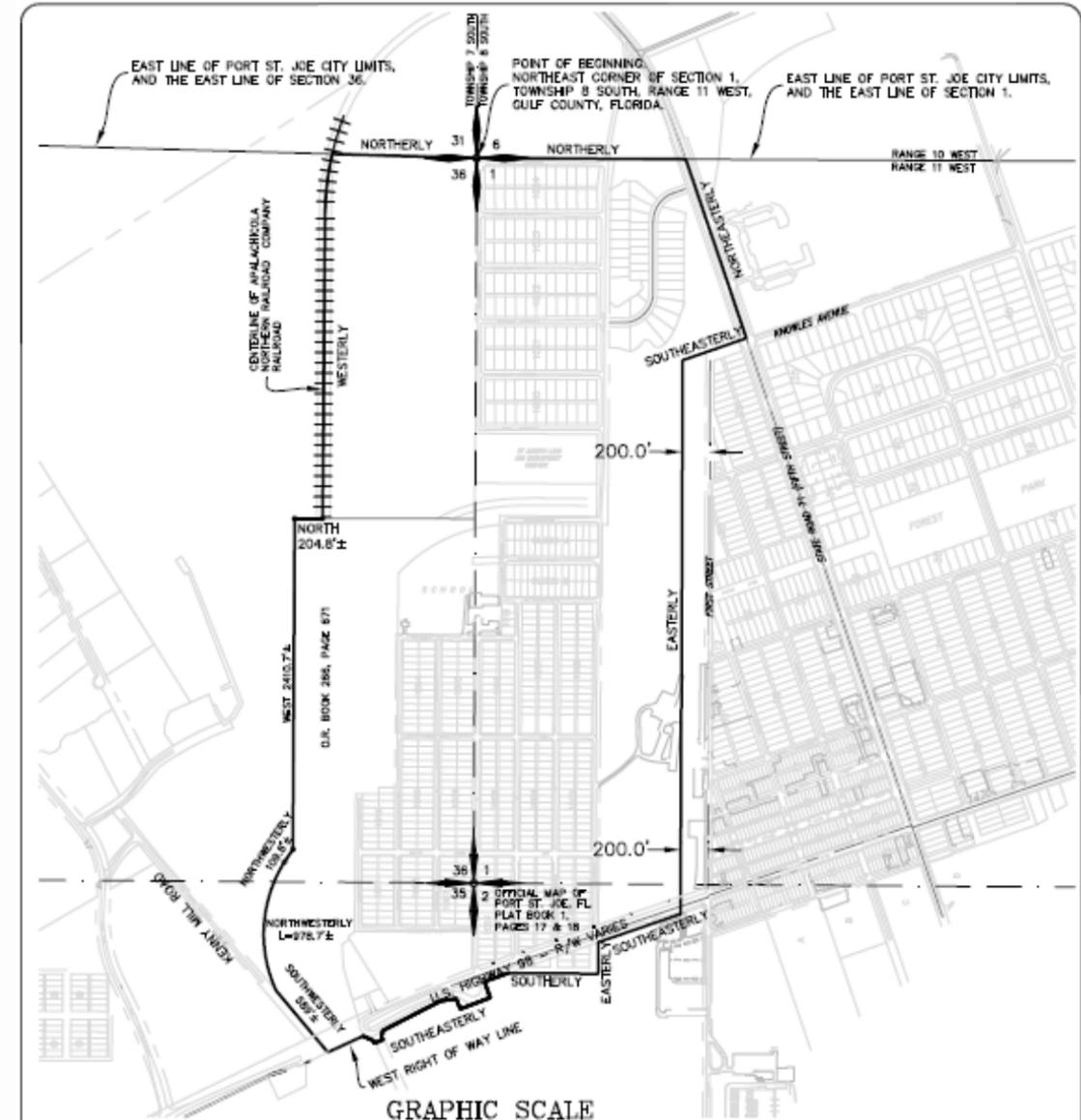
324 VAN WAGEN DRIVE
PORT ST. JOE, FL 32456
904.267.4228

203 ABERDEEN PARKWAY
PANAMA CITY, FL 32405
904.554.8844

13400 NW 86th STREET
MISTOL, FL 33571
866.947.4771

677 COUNTY ROAD 363
SANTA ROSA BEACH, FL 32459
904.987.4238

DESCRIPTION SKETCH	DATE: 12/23/2008	PROJECT NO. 019.157
NORTH PORT ST. JOE RE-DEVELOPMENT AREA EXPANSION GULF COUNTY, FLORIDA.	SCALE: 1"=1000'	DRAWN: DUB
	CHECKED: DUB	SHEET: 1of2



GRAPHIC SCALE
0 500 1000 2000
(IN FEET)
1 inch = 1000 ft.

UNLESS IT BEARS THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER, THIS DRAWING, SKETCH, PLAT OR MAP IS FOR INFORMATIONAL PURPOSES ONLY AND IS NOT VALID.

I HEREBY CERTIFY THAT THIS DESCRIPTION, AND THE SKETCH THEREOF, IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

****SEE SHEET 1 FOR DESCRIPTION & NOTES****

FREDERICK C. RANKIN, P.S.M.
PROFESSIONAL SURVEYOR & MAPPER
FLORIDA LICENSE NO. LS 6585
DATE SIGNED
L.B. 0007137
EIM 0001105

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866.947.4771

677 COUNTY ROAD 363
SANTA ROSA BEACH, FL 32459
904.987.4238

DESCRIPTION SKETCH	DATE: 12/23/2008	PROJECT NO. 019.157
NORTH PORT ST. JOE RE-DEVELOPMENT AREA EXPANSION GULF COUNTY, FLORIDA.	SCALE: 1"=1000'	DRAWN: DUB
	CHECKED: DUB	SHEET: 2of2

Appendix-Establishing Documents

ORDINANCE NO.: 446

AN ORDINANCE OF THE CITY OF PORT ST. JOE ESTABLISHING THE PORT ST. JOE REDEVELOPMENT TRUST FUND, PROVIDING FOR FUNDING THEREOF, PROVIDING FOR THE DURATION THEREOF, PROVIDING FOR EXPENDITURES THERE FROM, PROVIDING FOR REPEAL OF ANY ORDINANCE IN CONFLICT HEREWITH, PROVIDING FOR SEVERABILITY, AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Port St. Joe by Ordinance No. 198 established the Port St. Joe Redevelopment Agency (hereinafter referred to as the "Agency"), and

WHEREAS, the City of Port St. Joe, by Ordinance No. 199, as amended by Ordinances No. 208, 227, and 249, established the Downtown Redevelopment Plan and boundaries thereof as amended (hereinafter referred to as the "Initial Redevelopment Area"), and

WHEREAS, on March 3, 2009, the City of Port St. Joe adopted a Resolution No. 09-06 which found the need for rehabilitation, conservation, or redevelopment in an area described in that resolution as the "Expansion Area" and that the "Expansion Area" constituted a community redevelopment area in accordance with Section 163.340, Florida Statutes (hereinafter referred to as the "Expansion Area"); and

WHEREAS, in July, 2009, a plan for the redevelopment of the Expansion Area was prepared, and

WHEREAS, on March 2, 2010, the City Commission adopted the redevelopment plan amendment and directed the Agency to implement the plan amendment,

NOW THEREFORE BE IT ENACTED BY THE PEOPLE OF THE CITY OF PORT ST. JOE, FLORIDA AS FOLLOWS:

1. **NAME:** This ordinance shall be known as **The Port St. Joe Redevelopment Trust Fund Ordinance.**

2. **CREATION AND PURPOSE:**

a. There is hereby established and created, pursuant to §163.387, Florida Statutes, the Port St. Joe Redevelopment Trust Fund, (hereinafter referred to as the "Fund") to be used exclusively to finance or refinance community redevelopment projects in the Initial Redevelopment Area and the Expansion Area.

b. The funds allocated to and deposited into the fund as provided in this ordinance are hereby appropriated to the Port St. Joe Redevelopment Agency to finance community redevelopment projects within the redevelopment areas identified above.

c. The Agency shall utilize the funds and revenues paid into and earned by the Fund for those community redevelopment purposes contained in the redevelopment plan as it has been amended in both the Initial and Expansion Redevelopment areas and for any other purposes allowed by law.

d. The Trust Fund shall exist for the duration of the redevelopment projects and for so long thereafter as any indebtedness shall continue to exist, but, not for more than thirty (30) years, unless extended in accordance with law.

3. **MONEYS APPROPRIATED TO AND COMPRISING THE FUND:** The Fund shall consist of and the City hereby appropriates, commits, and sets over for payment into the Fund an amount not less than that increment of income, proceeds, revenues, and funds of the City derived from or held in connection with its undertaking and carrying out of community redevelopment projects in accordance with the redevelopment plan. Such increments shall be determined annually and shall be that amount equal to ninety-five percent (95%) of the difference between:

a. Initial Redevelopment Area:

i. The amount of ad valorem taxes levied each year by each taxing authority, exclusive of any amount from any debt service millage, on taxable real property contained within the geographic boundaries of the community development area, and

ii. The amount of ad valorem taxes which would have been produced by the rate upon which the tax is levied each year by or for each taxing authority exclusive of any debt service millage, upon the total of the assessed value of taxable real property in the community redevelopment area as shown on the most recent assessment roll used in connection with the taxation of such property by each taxing authority prior to the effective date of Ordinance No. 199 (December 29, 1990).

b. Expansion Area

i. If a taxing authority imposes a millage rate that exceeds the millage rate imposed by the governing body that created the Trust Fund, the amount of tax increment to be contributed by the taxing authority imposing the higher millage rate shall be calculated using the millage rate imposed by the governing body that created the Trust Fund. Nothing shall prohibit any taxing authority from voluntarily contributing a tax increment at a higher rate for a period of time as specified by interlocal agreement between the taxing authority and the community redevelopment agency.

ii. At any time more than twenty-four (24) years after the fiscal year in which a taxing authority made its first contribution to a redevelopment trust fund, by resolution effective no sooner than the next fiscal year and adopted by majority vote of the taxing authority's governing body at a public hearing held not less than thirty (30) or more than forty-five (45) days after written notice by registered mail to the community redevelopment agency and published in a newspaper of general circulation in the redevelopment area, the taxing authority may limit the amount of increment contributed by the taxing authority to the redevelopment trust fund to the amount of increment the

taxing authority was obligated to contribute to the redevelopment trust fund in the fiscal year immediately preceding the adoption of such resolution, plus any increase in the increment after the adoption of the resolution computed using the taxable values of any area which is subject to an area reinvestment agreement. As used in this subparagraph, the term "area reinvestment agreement" means an agreement between the community redevelopment agency and a private party, with or without additional parties, which provided that the increment computed for a specific area shall be reinvested in services or public or private projects, or both, including debt service, supporting one or more projects consistent with the community redevelopment plan that is identified in the agreement to be constructed within that area. Any such reinvestment agreement must specify the estimated total amount of public investment necessary to provide the projects or services, or both, including any applicable debt service. The contribution to the redevelopment trust fund of the increase in the increment of any area that is subject to any area reinvestment agreement following the passage of a resolution as provided in this subparagraph shall cease when the amount specified in the area reinvestment agreement as necessary to provide the projects or services, or both, including any applicable debt service, has been invested.

c. The taxing authorities enumerated in §163.387(2)(c), Florida Statutes, are exempt from providing increment funding.

4. **EXPENDITURE OF FUNDS:**

a. Moneys in the redevelopment trust fund may be expended from time to time for undertakings of the Agency as described in the community redevelopment plan for the following purposes, including, but not limited to:

- i. Administrative and overhead expenses necessary or incidental to the implementation of a community redevelopment plan adopted by the Agency.
- ii. Expenses of redevelopment planning, surveys, and financial analysis, including the reimbursement of the governing body or the Agency for such expenses incurred before the redevelopment plan was approved and adopted.
- iii. The acquisition of real property in the redevelopment area.
- iv. The clearance and preparation of any redevelopment area for redevelopment and relocation of site occupants within or outside the community redevelopment area as provided in §163.370.
- v. The repayment of principal and interest or any redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness.
- vi. All expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of bonds, bond anticipation notes, or other form of indebtedness, including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or other form of indebtedness.

- vii. The development of affordable housing within the community redevelopment area.
 - viii. The development of community policing innovations.
- b. On the last day of the fiscal year of the Agency, any money which remains in the trust fund after the payment of expenses pursuant to subsection 4a for such year shall be:
- i. Returned to each taxing authority which paid the increment in the proportion that the amount of the payment of such taxing authority bears to the total amount paid into the trust fund by all taxing authorities for that year;
 - ii. Used to reduce the amount of any indebtedness to which increment revenues are pledged;
 - iii. Deposited into an escrow account for the purpose of later reducing any indebtedness to which increment revenues are pledged; or
 - iv. Appropriated to a specific redevelopment project pursuant to an approved community redevelopment plan which project will be completed within three years from the date of such appropriation.

c. The Agency shall provide for an audit of the trust fund each fiscal year and a report of such audit to be prepared by an independent certified public accountant or firm. Such report shall describe the amount and source of deposits into, and the amount and purpose of withdrawals from, the trust fund during such fiscal year and the amount of principal and interest paid during such year on any indebtedness to which increment revenues are pledged and the remaining amount of such indebtedness. The Agency shall provide by registered mail a copy of the report to each taxing authority.

d. Administrative restrictions on the use of funds: Increment funding derived from the Initial Redevelopment Area and from the Expansion Area will be administratively segregated and accounted for separately. Funds will only be spent in the redevelopment area from which the funds were derived except:

- i. Funds from each area may be used to pay administrative overhead and the Agency's necessary costs of doing business, including expenses under subsection 4a and b above;
- ii. Until such time as the yearly increment funding revenue from the Expansion Area equals or exceeds twenty percent (20%) of the total yearly increment funding revenue of the fund, any annual expenditures within the Expansion Area above \$20,000.00 annually must be approved by resolution by the governing body.

5. **REPEAL:** All ordinances or portions thereof specifically in conflict herewith are repealed.

6. **SEVERABILITY:** If any provision of this ordinance is declared void or unenforceable by a court of competent jurisdiction, that provision shall be severed and the remaining portions shall continue in full force and effect.

7. **EFFECTIVE DATE:** This ordinance shall be effective upon passage in accordance with law.

DULY PASSED AND ADOPTED by the Board of City Commissioners of Port St. Joe, Florida this 16 day of March, 2010.

THE CITY OF PORT ST. JOE

By: 
MEL C. MAGIDSON, JR.
MAYOR-COMMISSIONER

ATTEST: 
JIM ANDERSON
CITY CLERK-AUDITOR

The following commissioners voted yea:
The following commissioners voted nay:

CITY OF PORT ST. JOE, FLORIDA

RESOLUTION NO. 2010-01

A RESOLUTION RELATING TO COMMUNITY REDEVELOPMENT; MAKING FINDINGS; APPROVING AN AMENDMENT TO A COMMUNITY REDEVELOPMENT PLAN; AUTHORIZING AND DIRECTING THE AGENCY TO IMPLEMENT THE PLAN AS AMENDED; PROVIDING AN EFFECTIVE DATE.

WHEREAS, on December 13, 1989, the City Commission adopted Resolution No 579, which found the existence of one or more blighted areas in the corporate limits of the City of Port St. Joe Florida; (such area(s) referred to hereinafter as the "Area"); and

WHEREAS, on November 6, 1990, the City Commission adopted Ordinance No. 198 which created the Port St. Joe Redevelopment Agency (the "Agency") and authorized and directed the Agency to undertake community redevelopment pursuant to Part III, Chapter 163, Florida Statutes (the "Redevelopment Act") in the Area; and

WHEREAS, in accordance with the Redevelopment Act, a plan for the redevelopment of the Area was prepared and reviewed in accordance with Redevelopment Act; and

WHEREAS, on December 28, 1990, the City Commission, as the governing body of the City, approved a community redevelopment plan for the Area in accordance with the Redevelopment Act (the "Original Plan"); and

WHEREAS, on March 3, 2009, the City Commission adopted Resolution No 09-06, which found certain conditions in an area described in that resolution ("Expansion Area"), found the need for rehabilitation, conservation or redevelopment, or a combination thereof, in the Expansion Area, and that the Expansion Area constituted a community redevelopment area as defined in §163.340(10), Florida Statutes (2006) and should be added to the Enlarged Area; and

WHEREAS, a plan for redevelopment of the Expansion Area, which plan is known and referred to as the Port St Joe Redevelopment Agency - Redevelopment Plan ("Expansion Plan") dated July 2009, has been prepared; and

WHEREAS, the Expansion Plan was referred by the Agency to the City's local planning agency, which agency reviewed the Expansion Plan for consistency with the City's comprehensive plan.

WHEREAS, the Agency has considered the proposed Expansion Plan and the local planning agency's comments and has recommended to the City Commission that the proposed Expansion Plan be approved; and

WHEREAS, the City Commission has held a public hearing after notice to the public and to each taxing authority as provided in the Redevelopment Act concerning the proposed Expansion Plan;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF PORT ST. JOE, FLORIDA:

Section 1. Findings. The City Commission does hereby find, after the public hearing concerning the proposed Expansion Plan (the "Plan Amendment") a copy of which is attached hereto as Exhibit "A", that the Plan Amendment:

- (a) Conforms to the comprehensive plan for the municipality under the Local Government Comprehensive Planning and Land Development Regulation Act.
- (b) Is sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the Area; zoning and planning changes, if any; land uses; maximum densities; and building requirements.
- (c) Provides for the development of affordable housing in the Expansion Area, or states the reasons for not addressing the development of affordable housing in the Expansion Area.

Section 2. Additional Findings. The City Commission does hereby find that with respect to the Plan Amendment:

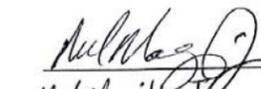
- (a) A feasible method exists in the Plan Amendment for the location of any families who will be displaced from the Expansion Area in decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to such families;
- (b) The Plan Amendment conforms to the general plan of the municipality as a whole;
- (c) The Plan Amendment gives due consideration to the utilization of community policing innovations, and to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety, and welfare of children residing in the general vicinity of the Area;
- (d) The Plan Amendment will afford maximum opportunity, consistent with the sound needs of the municipality as a whole, for the rehabilitation or redevelopment of the Area by private enterprise.

Section 3. Plan Amendment Implementation. The Agency is hereby authorized and directed to proceed with the implementation of the Plan Amendment.

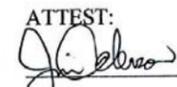
Section 4. Effective Date. This resolution shall take effect immediately upon its approval.

DULY PASSED AND ENACTED THIS 2 DAY OF March 2010.

CITY COMMISSION
CITY OF PORT ST. JOE, FLORIDA



Mel Magidson, Mayor

ATTEST:


, City Clerk

APPROVED AS TO FORM



, City Attorney

CORRECTED
RESOLUTION #09-06

A RESOLUTION OF THE CITY OF PORT ST JOE, FLORIDA, RELATING TO COMMUNITY DEVELOPMENT; FINDING THE EXISTENCE OF BLIGHT CONDITIONS IN AN AREA OF THE CITY; MAKING CERTAIN FINDINGS AND DETERMINATIONS; FINDING THE NEED FOR THE EXPANSION OF A COMMUNITY REDEVELOPMENT AREA FINDING THE NEED FOR A COMMUNITY REDEVELOPMENT AGENCY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS a study has been done of the conditions in that part of the City of Port St. Joe, Florida and referred to herein as the "City" as more particularly described in Exhibit "A" (such area being herein referred to as the "Expansion Area"); and

WHEREAS, it is the intent of the City Commission to include the Expansion Area within the boundaries and areas currently identified as the Redevelopment Area whose redevelopment activities are managed by the existing Port St. Joe Redevelopment Agency; and

WHEREAS, the results of the study have been presented to the City Commission of the City for its consideration and included in the public records; and

WHEREAS, after having considered the study's determinations and the facts and evidence of conditions in the Expansion Area and has received and considered such other evidence of the conditions in the Expansion Area has have been presented to it, the City Commission has determined that certain actions are appropriate and necessary and should be taken to address the conditions now present and expected to be present in the Expansion Area.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF PORT ST. JOE, FLORIDA:

Section 1. Findings of Conditions. Based upon the evidence, data, and facts presented it, the City Commission does hereby find:

a) Conditions are present in that area of the City described in Exhibit "A" attached hereto (such area being referred to herein as the "Expansion Area") in which there are a substantial number of deteriorated or deteriorating structures, in which conditions, as indicated by government maintained statistics or other studies, are leading to economic distress or endanger life or property; and

b) A predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities exists within the Expansion Area, and

- c) Faulty lot layout in relation to size adequacy, accessibility and usefulness exists within the Expansion Area; and
- d) Unsanitary and unsafe conditions exist within the Expansion Area; and
- e) Deterioration of site or other improvement exist within the Expansion Area; and
- f) Inadequate and outdated building density patterns exist within the Expansion Area; and
- g) An incidence of residential and commercial vacancy rates exists that are higher in the Expansion Area than in the remainder of the county; and
- h) A higher incidence of crime exists in the Expansion Area than in the remainder of the county; and
- i) A greater number of violations of the Florida Building Code exists in the Expansion Area than the number of violations recorded in the remainder of the county; and
- j) A diversity of parcel ownership exists with the Expansion Area.

Section 2. Finding of Necessity. The City Commission does hereby expressly find (a) that there exists a blighted area within the Expansion Area or there is a shortage of housing affordable to residents of low or moderate income including the elderly; and (b) that the rehabilitation, conservation or redevelopment or a combination thereof, of the Expansion Area is necessary and in the interest of the public health, safety, and welfare of the residents of the City.

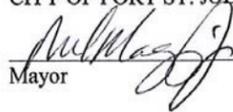
Section 3. Expansion of Community Redevelopment Area. Based on the facts presented to it and contained in the public record, in particular the Finding of Necessity Study Report (Findings Report) November, 2008, the City Commission does hereby find the Expansion Area contains conditions of blight as defined in Section 163.340, Florida Statutes (2005), and that such area constitutes a community redevelopment area as defined in Section 163.340 (10), Florida Statutes (2005).

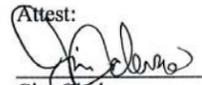
Section 4. Community Redevelopment Agency. The City Commission does hereby expressly find that there is a need for community redevelopment agency to carry out community redevelopment as contemplated by Part III, Chapter 163, Florida Statutes, to further, cause, promote and encourage rehabilitation, conservation and redevelopment within the community redevelopment area defined in such resolution. The existing Port St. Joe Redevelopment Agency shall be responsible for carrying out community redevelopment in the Expansion Area described in this Resolution.

Section 5. Effective Date. This Resolution shall take effect immediately upon its approval.

ADOPTED this 2 day of March, 2010.

CITY OF PORT ST. JOE, FLORIDA

By: 
Mayor

Attest: 
City Clerk

DESCRIPTION:

A PARCEL OF LAND LYING IN SECTIONS 1 & 2, TOWNSHIP 8 SOUTH, RANGE 11 WEST, AND IN SECTIONS 35 & 36, TOWNSHIP 7 SOUTH, RANGE 11 WEST, GULF COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHEAST CORNER OF SECTION 1, TOWNSHIP 8 SOUTH, RANGE 11 WEST, GULF COUNTY, FLORIDA, AND PROCEED NORTHERLY, ON THE EAST LINE OF SECTION 36, TOWNSHIP 7 SOUTH, RANGE 11 WEST, GULF COUNTY, FLORIDA (ALSO BEING THE EAST LINE OF THE CITY LIMITS OF PORT ST. JOE, FLORIDA), TO THE INTERSECTION OF SAID LINE WITH THE CENTERLINE OF THE APALACHICOLA NORTHERN RAILROAD COMPANY RAILROAD; THENCE LEAVING SAID EAST LINE, PROCEED WESTERLY, ON THE CENTERLINE OF SAID RAILROAD, TO A POINT ON THE EAST BOUNDARY LINE OF PROPERTY DESCRIBED IN OFFICIAL RECORDS BOOK 266, PAGE 671 OF THE PUBLIC RECORDS OF GULF COUNTY, FLORIDA; THENCE NORTH TO THE NORTHEAST CORNER OF SAID PROPERTY; THENCE WESTERLY ALONG THE NORTH BOUNDARY LINE OF SAID PROPERTY FOR 2410.7 FEET MORE OR LESS; THENCE NORTHWESTERLY, FOR A DISTANCE OF 109.8 FEET MORE OR LESS TO A POINT ON A CURVED PROPERTY LINE CONCAVE TO THE SOUTH THENCE NORTHWESTERLY ALONG SAID CURVED PROPERTY LINE FOR 978.7 FEET, MORE OR LESS TO A POINT LYING ON THE SOUTH RIGHT OF WAY LINE OF KENNY MILL ROAD; THENCE SOUTHWESTERLY ALONG SAID SOUTH RIGHT OF WAY LINE AND AN EXTENSION THEREOF TO THE INTERSECTION WITH THE WEST RIGHT OF WAY LINE OF U.S. HIGHWAY 98 (RIGHT OF WAY VARIES); THENCE PROCEED SOUTHEASTERLY, ON SAID WEST RIGHT OF WAY LINE TO A POINT ON THE WEST BOUNDARY LINE OF THE OFFICIAL MAP OF PORT ST. JOE FLORIDA A SUBDIVISION AS PER PLAT RECORDED IN PLAT BOOK 1, PAGES 17 AND 18 OF THE PUBLIC RECORDS OF GULF COUNTY, FLORIDA; THENCE SOUTHERLY ALONG SAID WEST BOUNDARY LINE TO THE SOUTHWEST CORNER OF SAID SUBDIVISION; THENCE EASTERLY ALONG THE SOUTH BOUNDARY LINE OF SAID SUBDIVISION TO THE INTERSECTION WITH THE AFORESAID WEST RIGHT OF WAY LINE; THENCE PROCEED SOUTHEASTERLY, ON SAID WEST RIGHT OF WAY LINE TO A POINT LYING 200 FEET NORTH OF THE CENTERLINE OF FIRST STREET; THENCE LEAVING SAID WEST RIGHT OF WAY LINE, PROCEED EASTERLY, PARALLEL TO, AND 200 FEET NORTH OF, THE CENTERLINE OF FIRST STREET, TO THE INTERSECTION WITH A POINT ON THE NORTHWESTERLY EXTENSION OF THE EAST RIGHT OF WAY LINE OF KNOWLES AVENUE; THENCE LEAVING SAID PARALLEL LINE, PROCEED SOUTHEASTERLY, ON SAID EAST RIGHT OF WAY LINE, TO THE INTERSECTION WITH THE CENTERLINE OF STATE ROAD 71 (FIFTH STREET); THENCE LEAVING SAID EAST RIGHT OF WAY LINE, PROCEED NORTHEASTERLY, ON SAID CENTERLINE, TO THE INTERSECTION WITH THE EAST LINE OF SECTION 1, TOWNSHIP 8 SOUTH, RANGE 11 WEST, GULF COUNTY, FLORIDA (ALSO BEING A POINT ON THE AFORESAID EAST LINE OF THE CITY LIMITS OF PORT ST. JOE, FLORIDA); THENCE LEAVING SAID CENTERLINE, PROCEED NORTHERLY ON SAID EAST LINE, TO THE AFORESAID NORTHEAST CORNER OF SECTION 1, AND THE POINT OF BEGINNING.

SURVEYOR'S NOTES:

1. THIS SKETCH, MAP, AND REPORT IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
2. SOURCE OF INFORMATION: NEW PARCEL PER CLIENT'S INSTRUCTIONS.
3. NO TITLE SEARCH, TITLE OPINION OR ABSTRACT WAS PERFORMED BY, NOR PROVIDED TO PREBLE-RISH, INC., FOR THE SUBJECT PROPERTY. THERE MAY BE DEEDS OF RECORD, UNRECORDED DEEDS, EASEMENTS, ENCROACHMENTS, RIGHT-OF-WAYS, BUILDING SETBACKS, RESTRICTIVE COVENANTS OR OTHER INSTRUMENTS WHICH COULD AFFECT THE BOUNDARIES OR USE OF THE SUBJECT PROPERTY.
4. THERE MAY BE ADDITIONAL RESTRICTIONS NOT SHOWN ON THIS SKETCH THAT MAY BE FOUND IN THE PUBLIC RECORDS OF GULF COUNTY, FLORIDA.

UNLESS IT BEARS THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER, THIS DRAWING, SKETCH, PLAT OR MAP IS FOR INFORMATIONAL PURPOSES ONLY AND IS NOT VALID.

I HEREBY CERTIFY THAT THIS DESCRIPTION, AND THE SKETCH THEREOF, IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

****SEE SHEET 2 FOR SKETCH****

FREDERICK C. RANKIN, P.S.M.
PROFESSIONAL SURVEYOR & MAPPER
FLORIDA LICENSE NO. LS 6585

DATE SIGNED
L.B. 0007137
E# 000155

PREBLE-RISH, INC.
CONSULTING ENGINEERS AND SURVEYORS
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324 MARINA DRIVE
PORT ST. JOE, FL 32450
(904) 227-7200

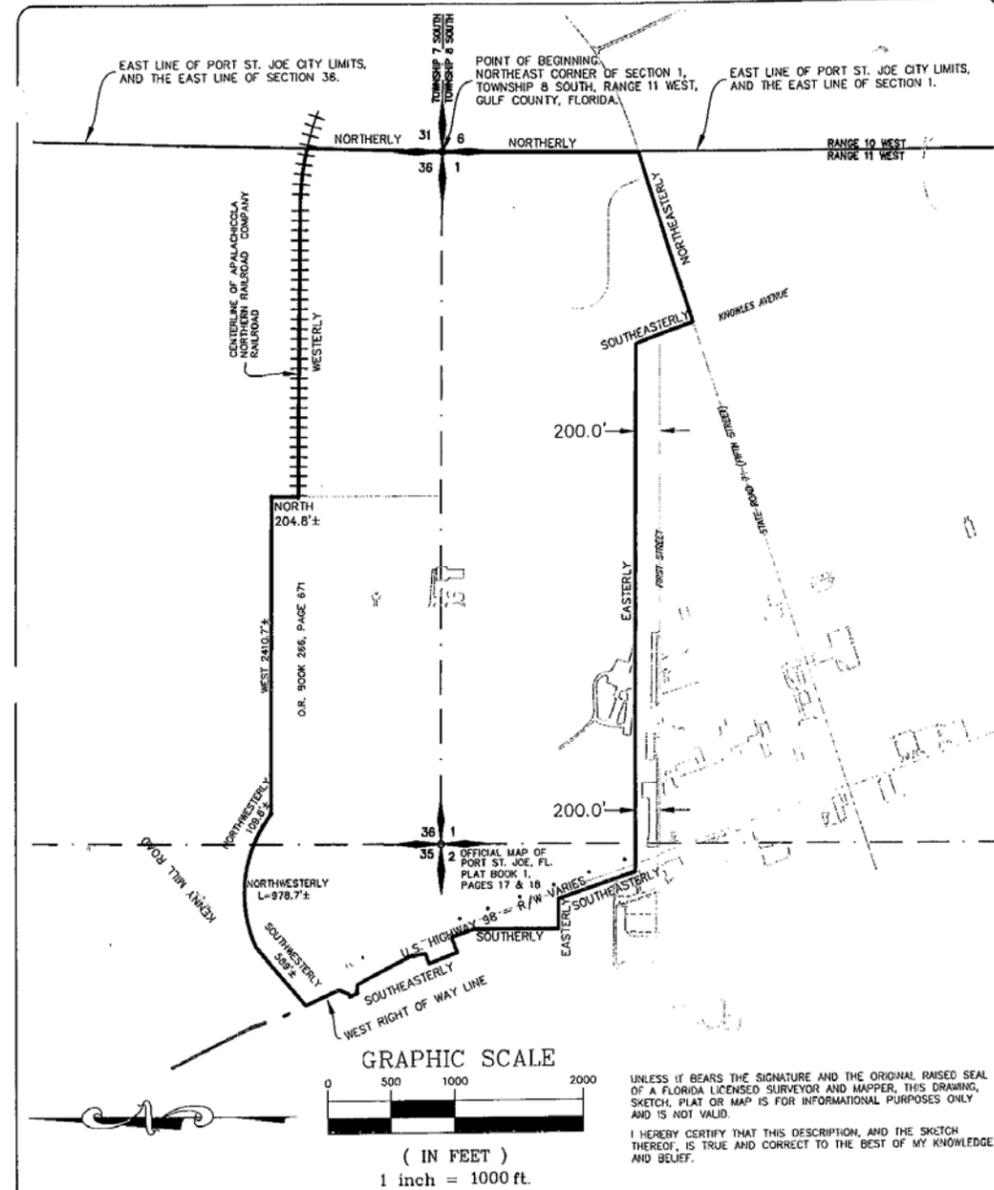
303 ABERCROMBY PARKWAY
PANAMA CITY, FL 32405
(904) 522-6644

15400 NW 14TH STREET
MIRAMAR, FL 33131
(305) 643-2771

877 COUNTY ROAD 293
SANTA ROSA BEACH, FL 32459
(904) 297-0759

DESCRIPTION SKETCH
NORTH PORT ST. JOE
RE-DEVELOPMENT AREA EXPANSION
GULF COUNTY, FLORIDA.

DATE:	12/03/2008	PROJECT NO.	019.157
SCALE:	1"=1000'	DRAWN:	DJB
CHECKED:	FOR	SHEET:	1 of 2



****SEE SHEET 1 FOR DESCRIPTION & NOTES****

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PROFESSIONAL SURVEYOR & MAPPER
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DATE SIGNED
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